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The Regional Municipality of Hamilton-Wentworth

Class Environmental
Study Report

Burlington Street

Wellington Street
to
Birch Avenue



HATCH
MAY 1994



The Regional Municipality of Hamilton-Wentworth

Addendum to the
Class Environmental
Study Report

Burlington Street

**Wellington Street
to
Birch Avenue**

November 1995

1.0 CIRCUMSTANCES NECESSITATING THE CHANGE

Subsequent to the Region's filing of the Environmental Study Report and the initiation of the detailed design process (i.e., Phase 5 of the EA process), it was discovered that some of the utilities located within the Burlington Street road allowance conflict with some of the proposed works. In particular an existing 600mm diameter watermain is located directly under the proposed north curb from approximately 220 metres east of Victoria Avenue to McKinstry Street. Furthermore, there is a shallow storm sewer from Victoria Avenue to Wilfred Street.

Normally the watermain, in and of itself, would not create a circumstance necessitating a change to the recommended design. However, the watermain is at a very shallow depth below ground and catchbasins located in the gutter (i.e., along the curb) will conflict with the shallow watermain.

Similarly, the shallow sewer creates problems for maintaining adequate ground cover over the sewer laterals (i.e., the pipe that connects the catchbasin to the storm sewer). Inadequate cover over pipes that are under the travelled way may lead to premature collapse of the pipe due to repetitive dynamic loading.

2.0 ALTERNATIVES CONSIDERED

2.1 Conflict with the Watermain

Relocating the Watermain

Consideration was given to relocating the watermain so that the conflict no longer exists. However, this alternative would cost an additional \$1.2 million. Furthermore, there are concerns with respect to the disturbance of contaminated soil. This alternative is financially unacceptable.

Short Catchbasins

Short catchbasins (i.e., pup catchbasins) or pup catchbasins and manholes, as shown in Figure A-1, could be used. These pups are a technically acceptable design, however, they transmit wheel loads directly to the watermain and will likely cause structural problems with the underground pipes. Furthermore, although the catchbasins and the watermain are not literally in conflict, they are in conflict in terms of maintenance. Without a lateral separation of the two utilities maintenance costs can be expected to increase for both utilities. This alternative is not preferred.

Relocating the Catchbasins

The third alternative considered was relocating the catchbasins and realigning the curb so they do not interfere with the watermain (Figure A-2). This alternative resulted in the same problems as those encountered with the catchbasin pups. Moreover, the revised catchbasins would be in conflict with a proposed hydro line and some of the connections between the catchbasin and the storm sewer (i.e., the laterals) would still conflict with the watermain. This alternative is not preferred.

Relocating the Catchbasins and the Curb and Gutter

This is a low cost option that keeps the construction and operation of the road to standard procedures and policies. The intention is basically to realign the roadway between 220 metres east of Victoria

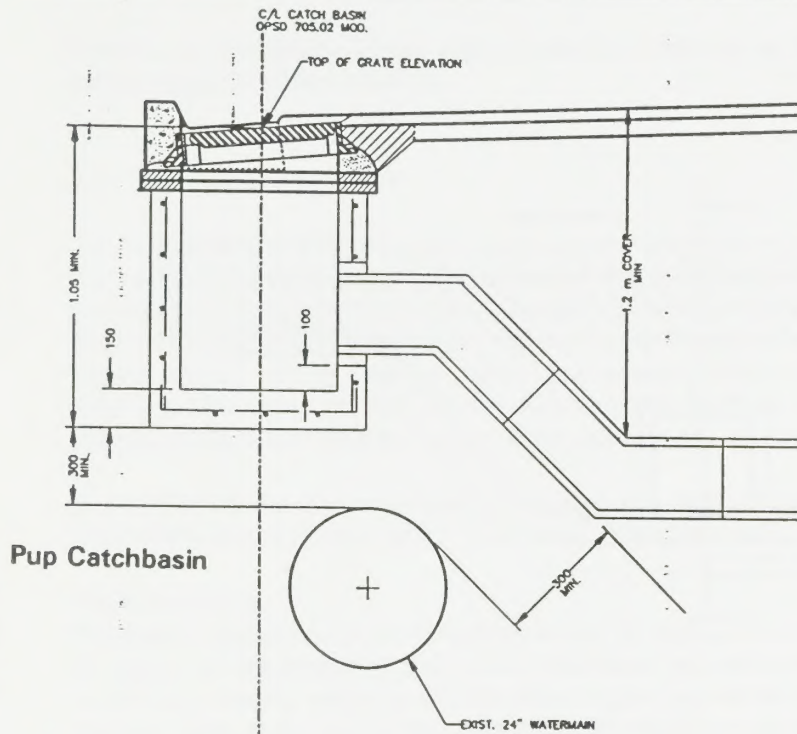
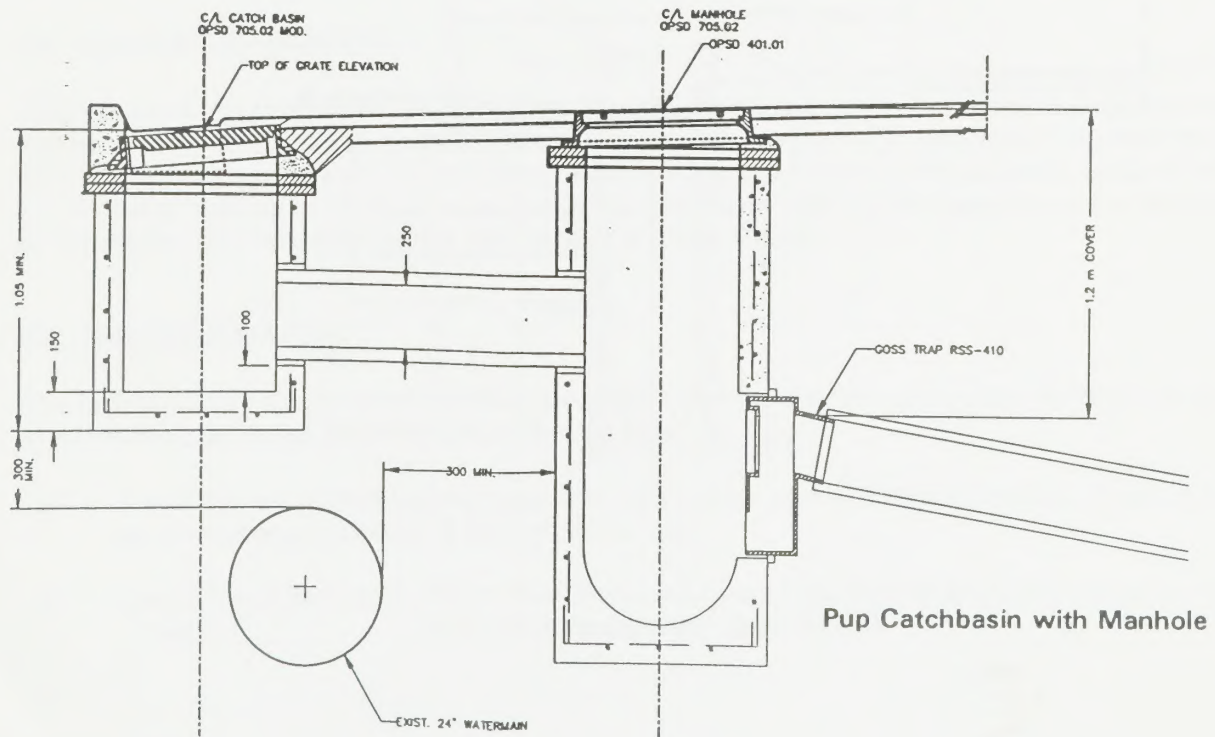
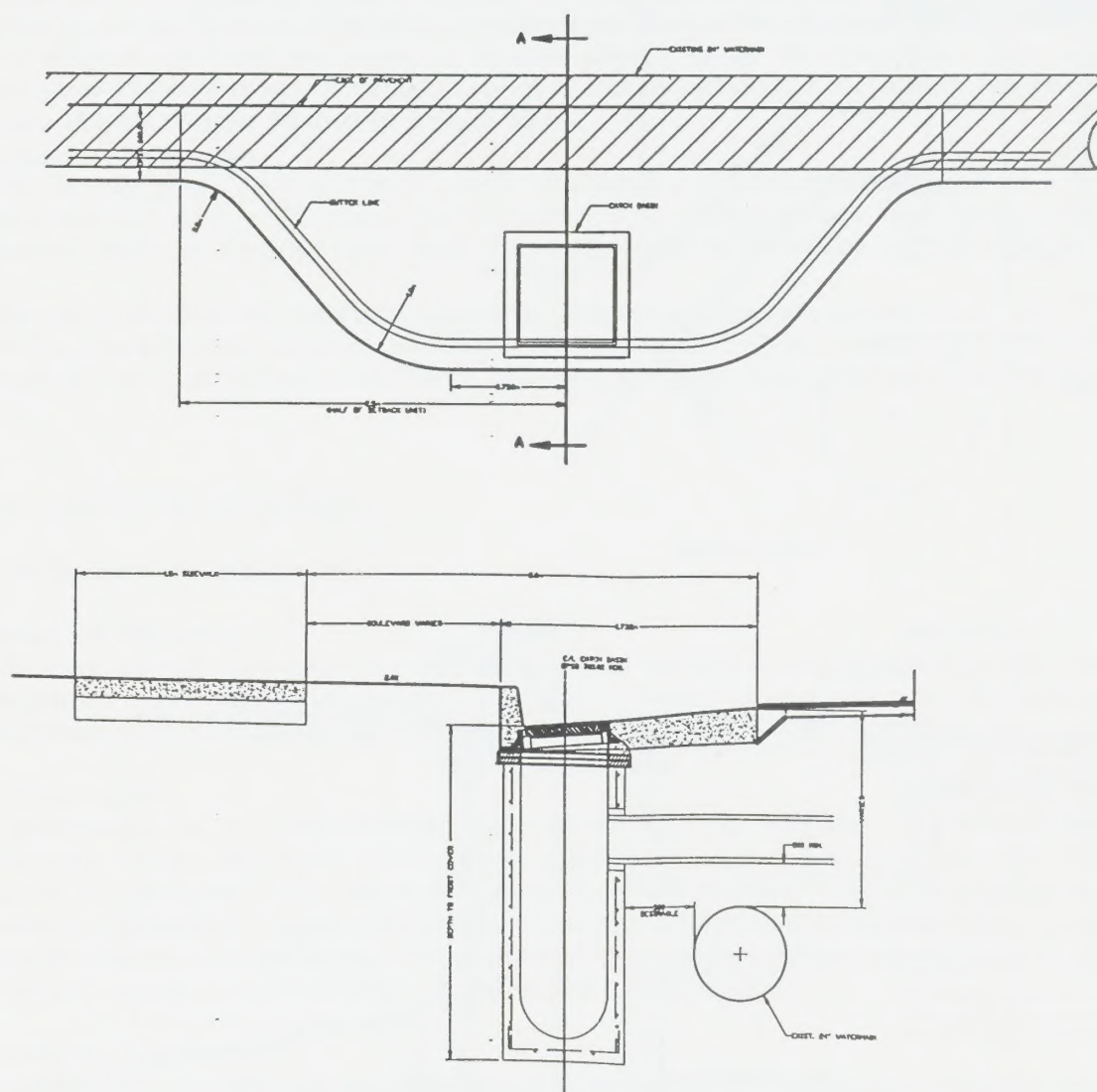


FIGURE A-1: Short Catchbasins





Page A-3

Avenue to McKinstry Street approximately 3 metres to the south. This is the preferred option for addressing the utility conflict.

2.2 Shallow Storm Sewer

Lower the Storm Sewer

Consideration was given to lowering the storm sewer, however, this would result in problems with connections to intersecting storm sewers. Storm sewers are constructed with a slight grade or slope, so that gravity will drain the pipe. Furthermore, this particular storm sewer empties into another, larger storm sewer. If the shallow storm sewer were lowered then the shallow sewer would no longer intersect the larger sewer. If the slope of the shallow pipe were changed to compensate for this shortcoming, then the pipe would then slope in the opposite direction and would not drain.

In addition to the above concern, lowering the storm sewer would result in additional disturbance to potentially contaminated soil. Therefore, this option was not pursued.

Raise the Road

The other alternative to provide more cover for the storm sewer is to raise the elevation of the roadway. A review of the mapping and a site visit have indicated that the grades in this area can be raised as much as a metre, without significantly impacting on drainage from adjacent properties of driveway grades. This is the preferred alternative for dealing with the shallow storm sewer.

3.0 EVALUATION CRITERIA

The proposed changes to the recommended plan are design changes as opposed to planning changes, hence the changes were evaluated against the factors used to rank the design alternatives in the Environmental Study Report. These factors and their impacts relative to the selected design alternative are shown in Table A-1. It can be seen that the proposed changes to the design have the same impact as the design recommended in the Environmental Study Report.

4.0 RECOMMENDATION

It is recommended that in order to resolve conflicts that have arisen during the detailed design stage of the Burlington Street Reconstruction Project that:

- a) the alignment of Burlington Street from 220 metres east of Victoria Street to McKinstry Street be shifted approximately 3 metres south; and
- b) the profile of Burlington Street from Victoria Avenue to Wilfred Street be raised by as much as 1 metre.

TABLE A-1 - Factors Used for Evaluation of the Design Alternatives

FACTOR	Indicator	Net Effect of Approved Design	Net Effect of Revised Design
<u>IMPACT</u> Displacement of housing	Number & type of housing units displaced	6 individual homes	6 individual homes
Displacement of business areas and uses	Number & type of retail and service commercial uses displaced	9 full (Region owns 5 of the properties and 2 others are vacant) and 1 partial taking	9 full (Region owns 5 of the properties and 2 others are vacant) and 1 partial taking
Displacement of industrial uses	Number & type of industrial uses displaced or disrupted	2 partial takings	2 partial takings
Disruption of day-to-day use and enjoyment of property for residents	Number of residents who will experience an increase in noise	0-5 dBA - 14 houses > 6 dBA - 17 houses	Under review*
	Effect on pedestrian movement	None	None
	Visual impact	Marginal net improvement	Marginal net improvement
<u>SERVICE</u> Traffic operations	Effect on traffic flow/capacity	Significant improvement	Significant improvement
Safety	Impact on Safety	Significant improvement	Significant improvement
Network Compatibility	Ability to support existing & planned Regional transportation network	Good	Good
Disruption of road system	Number of driveways with access closed	None	None
	Impact on service of signalized & unsignalized intersections	Significant improvement to 6 intersections	Significant improvement to 6 intersections
<u>COST</u> Property Cost	Cost of residential units to be acquired	\$480,000	\$480,000
	Cost of industrial property (full or partial) to be acquired	\$ 29,000	\$ 29,000
	Cost of commercial units to be acquired	\$332,000	\$332,000
	Potential for property requiring decommissioning or mitigation costs	High	High
Construction Cost	Estimated total cost of constructing the alternative	\$ 2.8 million ⁺	\$ 3.5 million

* - An assessment of the feasibility of implementing noise control measures for properties with an increase in noise over 5 dBA is being undertaken.

+ - This estimate, although lower than that of the revised design, would be the same as that of the revised design if the information gathered during the detailed design stage was available during the preparation of the ESR.

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1.0 INTRODUCTION AND BACKGROUND

The purpose of this section is to provide background material related to the study, a discussion of the purpose for the project, and a statement of the rationale for the project.

1.1 The Environmental Study Report

Under the **Environmental Assessment Act** (EA Act), all municipal undertakings are subject to an approval by the Minister of the Environment and Energy. A Class EA Process has been developed and approved by the Ministry of Environment and Energy for projects undertaken by municipalities that are recurring, similar in nature, are limited in scale, have a predictable range of environmental effects, and are responsive to mitigating measures. The main difference between the Class EA Process and the Individual EA Process is how the final approval to proceed with the project is obtained.

Individual EAs are subject to a formal review by provincial ministries and government agencies that have a stake in the project. The formal government review process for an Individual EA may take up to 12 months and may ultimately result in a hearing that can take a year or more before the EA Board.

In contrast, the Environmental Study Report (ESR) that is prepared under the Class EA Process does not undergo a formal government review but is placed in the public record for 30 days. Upon completion of the 30 day public review period, if no objections are received, the project is considered approved under the Class EA Process.

There is a provision within the Class EA Process which allows a member of the public to request that the project undergo an Individual Environmental Assessment through a "bump-up" request. The request can be made at any time during the process up to the end of the 30 day public review period. The decision on whether or not a project is "bumped-up" is made by the Minister of the Environment and Energy.

This study has been developed in accordance with the process set out by the **Class Environmental Assessment for Municipal Road Projects**. This is a comprehensive planning process that requires the consideration of all aspects of the environment when evaluating the advantages and disadvantages of transportation projects. Further details of this planning process is outlined in Section 2.0.

1.2 Purpose of the Project

In recent years, transportation deficiencies have become increasingly apparent along Burlington Street. The identified transportation deficiencies include:

- ▶ the poor pavement condition, which is rapidly deteriorating, with corresponding high annual maintenance costs and increasing safety concerns
- ▶ moderate capacity deficiencies that are related to traffic flow restrictions and inadequate accessibility associated with poor turning geometrics, the numerous and close proximity of sideroads and entrances, and the mixed land uses, which presents a combination of heavy vehicles with vehicles that make frequent stops (an arterial roadway is typically characterized by uninterrupted flow)
- ▶ the reduced ability of this arterial roadway to provide efficient movement of vehicles which presents associated safety (vehicular and pedestrian) and noise concerns.

The above transportation deficiencies have contributed to the following problems:

- ▶ the decrease in the attractiveness of the Bayfront area in the City of Hamilton for residential and industrial uses
- ▶ the reduced effectiveness of Burlington Street as an important truck route and integral component of the transportation network in supporting the industrial uses and the economic base of the Region
- ▶ the poor environment and quality of life conditions for the area's residents and businesses.

The purpose of the project is to address the above noted deficiencies and review solutions to resolve the problem. Accordingly, the objectives established for this study, in the environmental assessment context, are:

- ▶ to provide an improved quality of transportation service (enhanced traffic flow, capacity and safety) along Burlington Street
- ▶ to support the existing and planned transportation network of the Region (connections to the QEW in the east and to Hwy 403 in the west)

- ▶ to improve the pavement condition, providing enhanced safety and reduced maintenance costs
- ▶ to minimize the disruption to the environment and the community of any undertaking
- ▶ to maximize the compatibility with existing and proposed land use policies of both the Region of Hamilton-Wentworth and the City of Hamilton
- ▶ to maximize the community acceptance of the project
- ▶ to minimize all costs taking into consideration all of the other objectives.

The development of these objectives was based on the examination of the existing conditions, as described in Section 3.0.

1.3 Background

This section of Burlington Street, between Wellington Street and Birch Avenue, is under the jurisdiction of the Regional Municipality of Hamilton-Wentworth and is located in the City of Hamilton. The location of Burlington Street in a regional context is shown in Exhibit 1. This section is primarily a four lane roadway with additional provisions for southbound left turn lanes between Victoria Avenue and Wellington Street.

Both the Region's and City's Official Plan classifies Burlington Street as an arterial roadway and a designated truck route. As seen from Exhibit 1, Burlington Street provides direct access to the QEW in the east, where Burlington Street is primarily a six lane grade-separated facility.

The recognition of the interaction of transportation service with both the Region's economic activity and the environment have led to a number of relevant transportation studies over the past 20 years. The culmination of these transportation studies have ultimately concluded that an east-west link between the QEW and Hwy 403 would address a number of regional issues, and is generally referred to as Perimeter Road. The Region is presently undertaking an Individual Environmental Assessment for Perimeter Road. Approval for Perimeter Road is at least a couple of years away, and construction of the project would be staged over a number of years. In the longer term, the widening of Burlington Street to six lanes is envisioned to match the existing Burlington Street to the east of Birch Avenue as a component of the Perimeter Road project.

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

BURLINGTON STREET

LAKE ONTARIO



Legend

- Burlington Street
- Region Boundary
- Municipal Boundary
- Niagara Escarpment
- Airport



Class Environmental Assessment

BURLINGTON STREET

Wellington Street to Birch Avenue

Location Map

EXHIBIT 1

In anticipation of Perimeter Road and the ultimate widening of Burlington Street, the Region has been acquiring land along Burlington Street on a hardship basis since the mid-1970's, in order to protect for the future roadway allowance.

The initiation of this project at this time will address the **immediate** transportation problems of this section of Burlington Street while not precluding any Perimeter Road options in the longer term.

1.4 General Description of the Project

The Regional Municipality of Hamilton-Wentworth is proposing to reconstruct Burlington Street, between Wellington Street and Birch Avenue. The proposed project and associated improvements are described in detail in Section 5.0, illustrated in Appendix C, and briefly summarized below:

- ▶ reconstruction of the roadway, with the shifting and widening of Burlington Street to the south side, between east of Victoria Avenue to west of Birch Avenue, to provide two 3.5 m lanes of traffic in each direction and a 5.0 m median two-way left turn lane
- ▶ reconstruction of the remaining portions of Burlington Street and approximately 100 m of Wellington Street to its existing geometrics, except for a minor radius improvement at the southeast corner of the Burlington Street and Wellington Street intersection
- ▶ reconstruction of Wilfred Street between Burlington Street and Oliver Street including improvement to the turning radii and provision of an easterly sidewalk and boulevard
- ▶ provision of a 2.5 m boulevard and a 1.5 m sidewalk between Wilfred Street and McKinstry Street, and sidewalk reconstruction to existing conditions elsewhere along Burlington Street
- ▶ improvement of all turning radii for sideroads and entrances
- ▶ improvement of the vertical profile to ensure positive roadway drainage with minimal utility disruption
- ▶ improvement of the drainage system
- ▶ provision of landscaping opportunities with specific features to be incorporated during detail design

- ▶ replacement of traffic control systems at Wentworth Street and Hillyard Street, addition of traffic signals at Wilfred Street, and minor signal modifications at Wellington Street and Victoria Avenue
- ▶ provision of illumination to current standards for arterial roadways
- ▶ relocation and upgrading of utilities associated with the roadway widening.

1.5 Rationale for the Project

The existing transportation service along this section of Burlington Street presents a number of deficiencies:

- ▶ the existing pavement condition is in an advanced stage of deterioration contributing to high maintenance costs, increased vehicle operating costs and safety concerns
- ▶ the traffic flow restrictions as a result of poor turning geometrics, the numerous and close proximity of sideroads and entrances and the combination of heavy trucks and cars due to the mixed land uses have resulted in:
 - ▶ through traffic being disrupted by left turning and right turning vehicles which cause delays and driver frustration
 - ▶ delays for truck and goods movement affecting existing businesses and the attractiveness for future industrial development
 - ▶ concern for accidents, as expressed by both the public and businesses, along this section of Burlington Street due to the above noted problems.

Improvements along Burlington Street are warranted in consideration of the existing poor pavement condition and the traffic problems, the potential economic impacts and the future transportation network. The proposed improvements are a result of the identification and analysis of existing conditions , public review and comment and the evaluation of a range of planning solutions and design alternatives.

The reconstruction and widening of Burlington Street to provide a five lane roadway will provide the following benefits:

- ▶ improved safety, capacity and efficiency of the operation of the roadway for both the vehicular and pedestrian traffic and goods movement

- ▶ a structurally sound roadway which will conform to current arterial roadway standards
- ▶ support the role of Burlington Street as an important component in the existing and future regional transportation network
- ▶ enhancement of the local environment and quality of life for the community
- ▶ opportunities for landscaping and the general enhancement of the aesthetics along the corridor
- ▶ support for the existing land uses and economic viability for both the residential and industrial developments.

2.0 STUDY APPROACH

2.1 Study Organization

2.2 The Environmental Assessment Process

2.0 STUDY APPROACH

The purpose of this section is to present the manner in which the study was undertaken, including the associated decision-making framework.

2.1 Study Organization

The study was undertaken by Hatch Associates under the direction of the Region of Hamilton-Wentworth Roads Department. Key study participants included:

Region Roads Department

Project Manager	- Bert Salatandre
Environmental Planner	- Pamela Hubbard

Hatch Associates

Project Manager	- Harold Sich
Environmental Planners	- Deborah Cooke, Celina Namedynska
Traffic Analyst	- Ken Davis
Noise Analyst	- Terry Gerritsen

2.2 The Environmental Assessment Process

This study followed the environmental assessment process outlined in the Class Environmental Assessment for Municipal Roads Projects (Class EA). This five-phase process, illustrated in Exhibit 2, was developed in accordance with the Environmental Assessment Act:

"to promote the protection and conservation of the environment through comprehensive planning and informed decision-making."

The Class EA incorporates the five principles of sound planning under the Environmental Assessment Act. Those principles are:

- ▶ consult with affected parties
- ▶ consider reasonable alternatives
- ▶ consider all aspects of the environment
- ▶ systematically evaluate the net environmental effects
- ▶ provide clear and complete documentation.

**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
PLANNING AND DESIGN PROCESS**

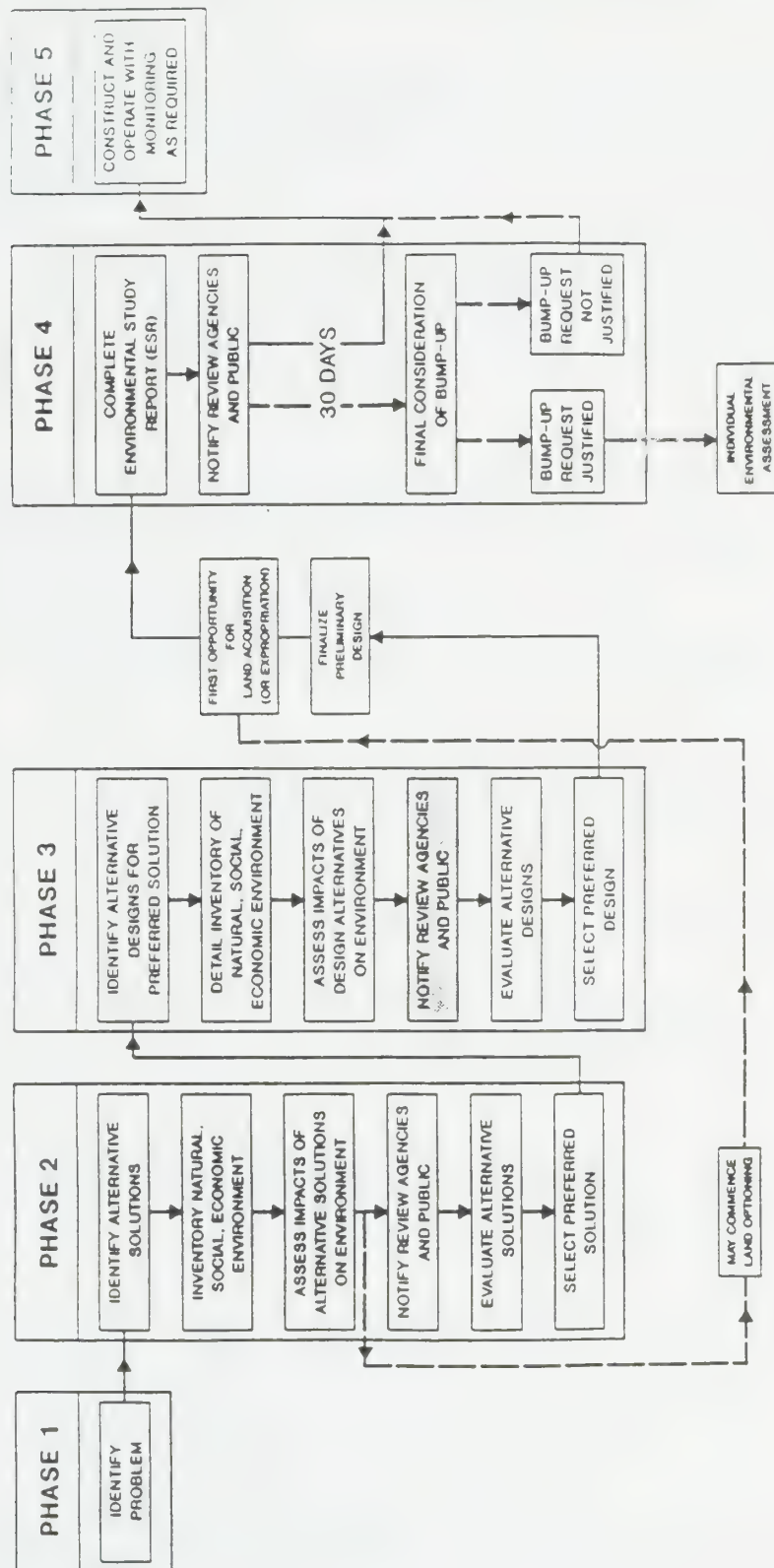


Exhibit 2
Municipal Class Environmental Assessment
Planning and Design Process

Although the Class EA does not specify criteria or analytical techniques, it provides a framework for the development and application of criteria and methodology in a municipal road improvement process.

In general, the process moves from problem identification through to the selection of a preferred design. The Environmental Study Report (ESR) represents the documentation of this process which can be summarized as follows (reference to appropriate report section is given in brackets):

Phase 1 - Data Collection and Needs Assessment (Section 3.0)

- ▶ data collection on all aspects of the environment (natural and social environment, transportation and technical data)
- ▶ identification and documentation of the problem
- ▶ development of the purpose of the project and of the study objectives
- ▶ initial study notification

Phase 2 - Development and Evaluation of Alternative Solutions (Section 4.1)

- ▶ identification of reasonable alternative planning solutions to the problem which address the study objectives
- ▶ evaluation and selection of the preferred planning solution considering the broad definition of the environment
- ▶ documentation of the rationale of the preferred planning solution
- ▶ review the process and results for comment and input with the public (PIC No. 1) and other appropriate agencies

Phase 3 - Development and Evaluation of Design Alternatives (Section 4.2)

- ▶ development of design alternatives for the preferred planning solution
- ▶ evaluation and selection of the design alternatives considering the net environmental effects
- ▶ review the process and results for comment and input with the public (PIC No. 2) and other appropriate agencies
- ▶ detailed assessment of the selected design

Phase 4 - ESR Documentation (Sections 5.0, 6.0, 7.0 and 8.0)

- ▶ identification of commitments and mitigation measures for both the short and long term condition changes associated with the selected design
- ▶ document the planning process and selected design
- ▶ complete the preliminary design for the preferred design alternative
- ▶ file the ESR for public review and record

Phase 5 - Monitoring (Section 9.0)

- ▶ monitor construction of the project to ensure adherence to the proposed mitigation and commitments

As indicated, one of the key requirements of the Class EA is consultation with affected parties. The intent of the consultation program has been:

- ▶ to share information and stimulate discussion
- ▶ to ensure that all relevant concerns are identified and given appropriate consideration
- ▶ to assist in the identification of issues and concerns
- ▶ to ensure that where any adverse effects of the recommended plan are unavoidable, that these effects are minimized and that the appropriate mitigation measures are implemented
- ▶ to ensure that all appropriate work required beyond the preliminary design stage (i.e. commitments to future work) is clearly outlined and documented.

As a result, this study has considered the issues/concerns in detail, identified the potential impacts and mitigating measures, for both the evaluation of planning solutions and the design alternatives.

The following sections summarize the consultation activities undertaken during the study. Exhibit 3 illustrates the consultation activities within the study timeframe. Detailed consultation activities leading to and including Public Information Centre No. 1 are found in Appendix A, and subsequent activities, including Public Information Centre No. 2, in Appendix B.

2.2.1 *Municipal Involvement*

Contact and liaison with various Region and City of Hamilton departments was initiated through notification letters, and maintained during the study by meetings, telephone discussions and correspondence.

A study notification letter was sent to the appropriate Region and City departments, which introduced the study and the process it would follow, described and illustrated the study area, explained the public consultation process and solicited comments and issues on the study in a standard format, including a request on type of further study involvement.

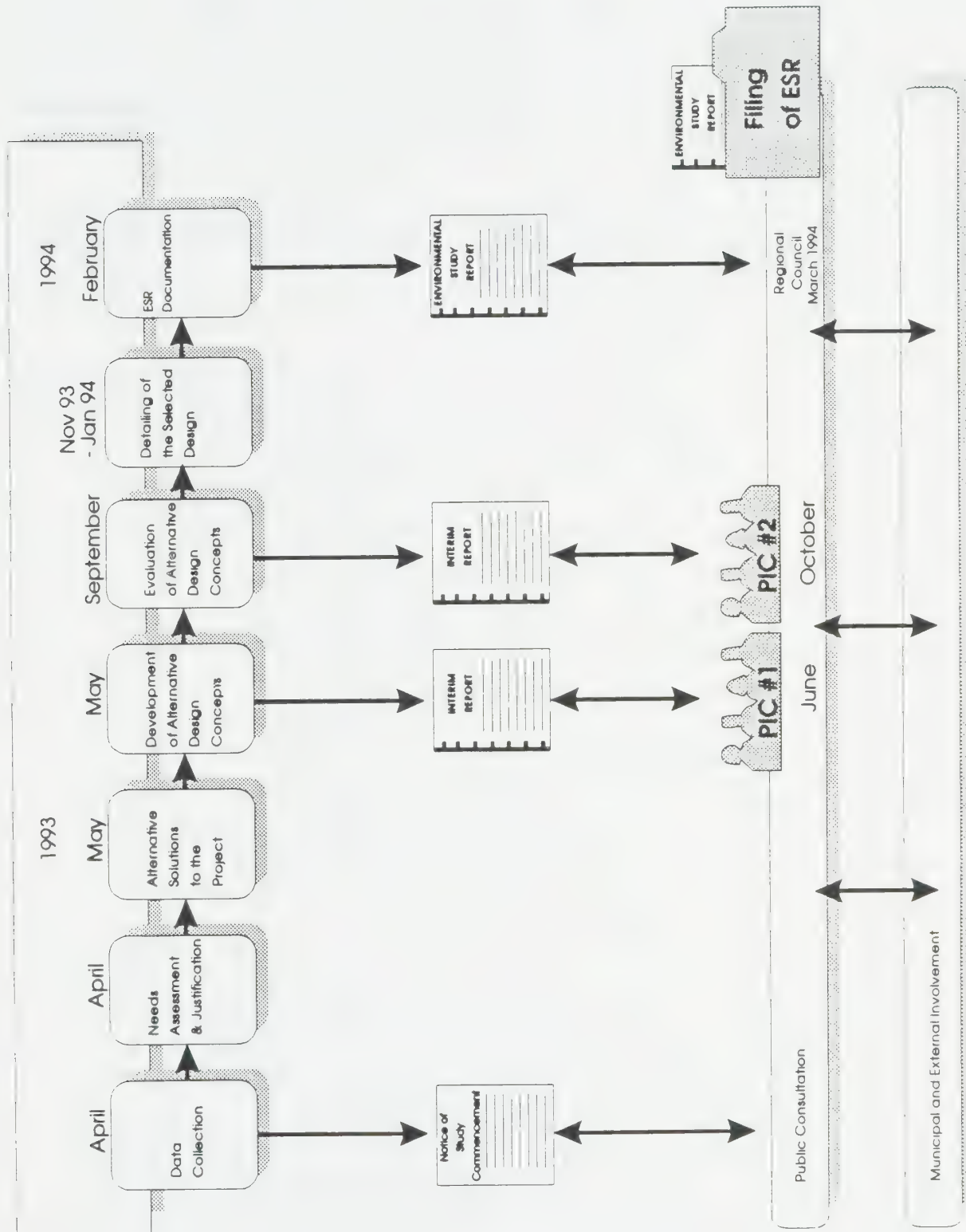


Exhibit 3
Study Consultation Activities

A copy of this letter and its attachments, with the corresponding responses, is enclosed in Appendix A. Comments and responses received from the various Regional and City departments have been summarized in Table 2.2.1-1, including reference to the ESR section which addresses their comments. Subsequently, each of the various departments were notified of the public information centres as per their request.

After the initial contact, a number of the departments were contacted to obtain information during the data collection and needs assessment phase, to discuss specific concerns and to review decisions throughout the study. The following summarizes key inputs and roles of the related departments.

Region of Hamilton-Wentworth

- ▶ Roads Department
 - ▶ 1:500 topographic mapping
 - ▶ approved design criteria
 - ▶ as-built roadway plans
 - ▶ existing utility information
 - ▶ property assessment roll information
 - ▶ related background studies and reports
 - ▶ input and review of all study activities
- ▶ Local Planning Department
 - ▶ existing, committed and proposed development information
 - ▶ neighbourhood plans
 - ▶ related background studies and reports
 - ▶ insight into the community characteristics
 - ▶ input and review of all study activities

City of Hamilton

- ▶ Traffic Department
 - ▶ traffic volumes and intersection timings
 - ▶ accident data
 - ▶ related background studies and reports
- ▶ Property Department
 - ▶ status of City or Region-owned properties
 - ▶ historical overview of the properties in the study area
 - ▶ property land value estimates
 - ▶ review and input of evaluation of design alternatives

Table 2.2.1-1: Summary of Regional and City Responses

Department/ Agency	Contact	Initial Contact Date	Response Date	Type of Involvement	Comments	ESR Sect.
Regional Clerk's Department	Mr. R. Prowse, Clerk	May 10, 1993	No response			-
City Traffic Department	Mr. M. Main, Director, Traffic Services	May 10, 1993	June 19, 1993	Requested involvement in the assessment of alternatives and willing to attend meetings	None	-
Hamilton Street Railway, Department of Transportation Services	Mr. A. McLaughlin	May 10, 1993	May 31, 1993	Wanted to comment on decisions made	- Provided details on existing transit service - Expressed safety concerns related to bus stops	3.5.1
Local Planning Department	Ms. M.L. Tanner, Neighbourhood Planner	May 10, 1993	May 19, 1993	- Requested involvement in the study and willing to attend meetings - Wanted to comment on decisions made	- Identified relevant projects and studies: - Ferguson Ave. Redevelopment - Beasley Neighbourhood Plan Review - Residential Enclave Study - West Harbourfront Development study - Ensure adequate public participation during the study	3.3.2 2.2.3
	Mr. V. Matus, Manager, Urban Design	May 10, 1993	June 2, 1993	Requested involvement in the assessment of alternatives and willing to attend meetings	None	-
	Mr. B. Janssen, Head, Policy Neighbourhood Planning	May 10, 1993	May 19, 1993	Further involvement through the neighbourhood planner (Ms. M.L. Tanner)	None	-
	Mr. P. Mallard, Head, Rezoning Matters, OPA	May 10, 1993	May 19, 1993	Further involvement through the neighbourhood planner (Ms. M.L. Tanner)	None	-
City Public Works Department	Mr. D. Lobo, Director	May 10, 1993	No response			-
City Property Department	Mr. V. DePietro, Senior Property Officer	May 10, 1993	May 24, 1993	Wanted to be informed throughout the study	None	-

Table 2.2.1-1: Summary of Regional and City Responses (cont'd)

Department/ Agency	Contact	Initial Contact Date	Response Date	Type of Involvement	Comments	ESR Sect.
Regional Planning and Development Department	Mr. A. Georgieff, Director, Regional Planning	May 10, 1993	No response	-	-	-
	Mr. D. Godley, Manager, Land use and Policy	May 10, 1993	May 26, 1993	• Wanted to be informed throughout the study	• None	-
	Mr. B. Pearce, Head, Strategic Planning	May 10, 1993	May 20, 1993	• Wanted to be informed throughout the study	• None	-
Hamilton Fire Department	Mr. G. Baker, Chief	May 10, 1993	No response	-	-	-
City Culture and Recreation Department	Mr. R. Sugden, Director	May 10, 1993	No response	-	-	-
Regional Department of Public Health Services	Mr. B. Hunter, Health Unit	May 10, 1993	No response	-	-	-
	Dr. F. Scott, Medical Officer of Health	May 10, 1993	No response	-	-	-
Regional Environmental Services Department	Mr. K. Brenner, Manager, Programming and Preliminary Design	May 10, 1993	June 7, 1993	• Wanted to comment on decisions made	• No new sewer and watermain works required but system rehabilitation may be necessary • Project timing should be coordinated	5.10
	Mr. S. Galbraith, Manager, Business Development	May 10, 1993	May 21, 1993	• Wanted to comment on decisions made	• Concerned with impact on area businesses and possible disruptions and/or restrictions which might alter business operations after business operations and investment potential	6.2.2 6.2.7 7.2.2
Hamilton-Wentworth Regional Police	S/Sgt. Heddle	May 10, 1993	June 19, 1993	• No further involvement in the study	• Would like to be informed on the impact of traffic flow during construction	7.2.2
City Clerk's Department	Mr. K. Christenson, Leg. Asst., Secretary, Transport and Environment Committee	May 10, 1993	May 17, 1993	• No further interest in the study	• None	-

Hamilton Street Railway

- ▶ Department of Transportation Services
 - ▶ relevant transportation forecasts/studies
 - ▶ population and employment forecast data
 - ▶ transit ridership data
 - ▶ review and input on evaluation of design alternatives

A technical advisory committee was not identified for this study, but a number of meetings were held with various Regional and City staff to discuss specific details at key stages during the study. The following summarizes the discussions of key meetings.

Region of Hamilton-Wentworth - Local Planning Department

- ▶ April 4, 1993
 - to obtain and review relevant background material
 - to identify key issues
- ▶ June 3, 1993
 - to review the study status and to discuss the presentation material for PIC No. 1

City of Hamilton - Property Department

- ▶ May 20, 1993
 - to obtain and discuss status and history of properties along Burlington Street
- ▶ August 26, 1993
 - to review the study status and to establish cost estimates for property acquisition for the design alternatives

City of Hamilton - Traffic Department

- ▶ April 4, 1993
 - to obtain and review relevant background material
 - to identify key issues

On September 16, 1993, prior to Public Information Centre (PIC) No. 2, the consultant made a formal presentation to senior Regional and City department representatives to present the study findings and to receive comment/input on the study recommendations. In addition, a briefing presentation was held on October 7, 1993 to update a local councillor on the study recommendations prior to PIC No. 2.

2.2.2 External Agency Involvement

All external agencies with potential interest in the study, were contacted at the outset of the study by a study notification letter. In Table 2.2.2-1, the comments and responses have been summarized, including reference to the ESR section which addresses their comments. After

Table 2.2.2-1: Summary of Ministry and External Agency Responses

Ministry/Agency	Contact	Initial Contact Date	Response Date	Type of Involvement	Comments	ESR Sect.
Ministry of Natural Resources, Central Region	Mr. A. Stewart, Regional Director	May 10, 1993	No response	-	-	-
Ministry of Natural Resources, Cambridge District	Mr. J. McFadden, District Manager	May 10, 1993	No response	-	-	-
Ministry of Municipal Affairs, Plans Administration Branch	Mr. L. Fincham, Director	May 10, 1993	May 31, 1993	• No further involvement necessary	• None	-
Ministry of Municipal Affairs, Cambridge Regional Office	Ms. L. Tennant, Manager	May 10, 1993	May 31, 1993	• Wanted to be informed throughout the study	• None	-
Ministry of Municipal Affairs, Community Planning Advisory Branch	Mr. M. Heltshu, Manager	May 10, 1993	No response	-	-	-
Ministry of Culture, Tourism and Recreation, Regulatory and Operations	Mr. P. Carruthers, EA Coordinator	May 10, 1993	No response	-	-	-
Ministry of Culture, Tourism and Recreation, Regulatory and Operations	Mr. N. Ferris, Development Review Officer (London)	May 10, 1993	June 15, 1993	• No further involvement necessary	• Study area exhibits low potential for containing cultural heritage resources considering extent of previous development	3.3.3
Ministry of Culture, Tourism and Recreation, Customer Services Division	Mr. C. Bouskill, Director, Southern Region	May 10, 1993	June 9, 1993	• No further involvement in the study necessary	• Recognize the City of Hamilton plans for Pier 4 and the Waterfront Park and traffic flow should consider pedestrians and bicycles	3.3.4 6.2.4 7.2.2
Ministry of Transportation, Central Region, District 4, Burlington	Mr. J. Robinson, District Engineer	May 10, 1993	No response	-	-	-
Ministry of Housing, Land Development Group	Mr. W. Battello, Community Planner	May 10, 1993	No response	-	-	-
Hamilton Region Conservation Authority	Mr. S. Konkle, Director, Planning and Engineering	May 10, 1993	June 19, 1993	• No further involvement in the study	• None	-

Table 2.2.2-1: Summary of Ministry and External Agency Responses (cont'd)

Ministry/Agency	Contact	Initial Contact Date	Response Date	Type of Involvement	Comments	ESR Sect.
Ministry of Government Services, Real Estate Branch, West Development and Appraisals	Mr. A. Alic, Manager	May 10, 1993	No response	-	-	-
Ministry of Community and Social Services, Southwest Regional Office	Mr. M. Hamilton, Regional Director	May 10, 1993	No response	-	-	-
Ministry of Community and Social Services, Hamilton Area	Mr. D. Cornish, Area Manager	May 10, 1993	No response	-	-	-
Ministry of Finance, Environment and the Economy Office	Ms. C. Harris Lonero, Sr. Policy Advisor	May 10, 1993	May 21, 1993	No further interest in the study	None	-
Ministry of Economic Development and Trade, Hamilton Office	Mr. G.S.L. Green, Sr. Business Consultant	May 10, 1993	June 2, 1993	To be kept informed through the study	None	-
Ministry of Colleges and Universities	Mr. E. Tannis, University Affairs Officer	May 10, 1993	No response	-	-	-
Ministry of the Environment and Energy, West Central Region	Ms. A. Amodeo, Environmental Assessment Evaluator	May 10, 1993	May 20, 1993	Wanted to comment on decisions made	None	-

this initial contact, the various external agencies were notified of the public information centres and as per their request.

All utility companies were contacted and provided locations of their existing facilities for the preparation of base plans, and locations of any planned facilities. Subsequent contact with all affected utilities was made to confirm potential conflicts and relocation strategies.

Details of existing utilities are found in Section 3.4, and discussion of identified conflicts and proposed relocations is provided in Section 5.9.

2.2.3 *Public Involvement*

A public consultation programme was developed to:

- ▶ determine community issues
- ▶ inform all potentially affected and interested parties
- ▶ provide the public access to information necessary to gain a clear understanding of the planning process
- ▶ provide opportunities for input at key stages of the study and respond accordingly
- ▶ consider objectively the views received and incorporate ideas and suggestions appropriately.

A contact list was updated throughout the course of the study. It was initially developed by the Region providing a list of all potential contacts in the study area, including the names and addresses of businesses, industries, community groups, special interest groups and institutions. This list was supplemented by additional contacts after the review of relevant background material, the initial study notification, and after each round of public consultation.

Although ongoing public involvement throughout the study was maintained, the following key formal contacts with the members of the public were undertaken.

Study Notification

The initial study notification was by a newspaper advertisement to the general public in the Hamilton Spectator, which appeared on Saturday, May 1, 1993 and Wednesday, May 5, 1993. The newspaper advertisement notified the public of the study commencement and outlined the study process it would follow. In addition, the study area was described and illustrated and initial transportation problems identified. The public consultation process was explained and comments were solicited on issues relating to the study. Contacts from the Region and the consultant were provided for further information.

Public Information Centre No. 1

The purpose of the Public Information Centre (PIC) was the following:

- ▶ to introduce the study to the community
- ▶ to explain the Class Environmental Assessment process
- ▶ to review the results of the initial data collection
- ▶ to present and gain input from the community on background issues and concerns
- ▶ to ensure the completeness of planning solutions identified and recommended
- ▶ to introduce preliminary alternative design concepts for implementing the preferred solution
- ▶ to present the preliminary evaluation factors
- ▶ to identify the next phases of the study.

The PIC was held at the Bennetto Elementary School gymnasium, 444 Hughson Street North, City of Hamilton, on Wednesday, June 9, 1993, between 6:30 - 9:00 p.m.

Notification of the PIC was made by:

- ▶ advertisements in the newspaper
- ▶ general brochure distribution within the study area
- ▶ direct brochure mailout to those identified on the contact list.

Advertisements were placed in the Hamilton Spectator on Wednesday, June 2, 1993 and Saturday, June 5, 1993. The advertisements introduced the study, explained the purpose of the study, gave the date, time and location of the information centre and explained the purpose of the meeting. Contacts from the Region and the consultant were also provided.

The PIC brochure was distributed by mailing to approximately 2,000 addresses (including residents, businesses and institutions) within the study area. Addresses were obtained from the City of Hamilton property assessment lists, which included both the owner and/or occupant address. The brochure indicated the details of the PIC (date, time and location),

the purpose of the PIC, and provided study details such as background information, purpose of the study, the environmental assessment process, and how the public could become involved. Contact persons from both the Region and the consultant were listed as available for further comments or questions. A Portuguese - speaking contact was also provided given the preliminary indication of a significant Portuguese population (one inquiry was recorded). Exhibit 4 outlines the extent of the general brochure distribution.

Regional Councillors were notified of the Public Information Centre through an information report to Council.

In addition to the general distribution, direct mailout of approximately 80 brochures was made to those individuals and groups identified on the contact list prior to the PIC date.

The PIC itself consisted of a walk-through public information session for viewing of the study displays from approximately 6:30 to 9:00 p.m. Displays included inventory mapping, text explaining the EA process, text describing the analysis and evaluation of the planning solutions, and further mapping and text to describe the preliminary design alternatives and evaluation factors.

Upon arrival, attendees were encouraged to sign in at the registration table, at which time they were given a handout and a blank comment form to record their concerns/issues. The handout provided a summary of the display material including study results to-date, work to follow, and contacts for further information. Comment forms and pens were made available in the centre of the displays in order for visitors to express their concerns in writing and to deposit them on location. Every attendee was encouraged to fill out a comment form before leaving the PIC.

The display boards were laid out to permit a free flow of attendees in a walk-through format. Representatives from the Region's Roads and Local Planning Departments and the consultant were available to encourage visitors to express their concerns, to explain the environmental assessment process, to discuss the evaluation of the planning solutions, to describe the preliminary design alternatives and evaluation factors, and to answer any other questions.

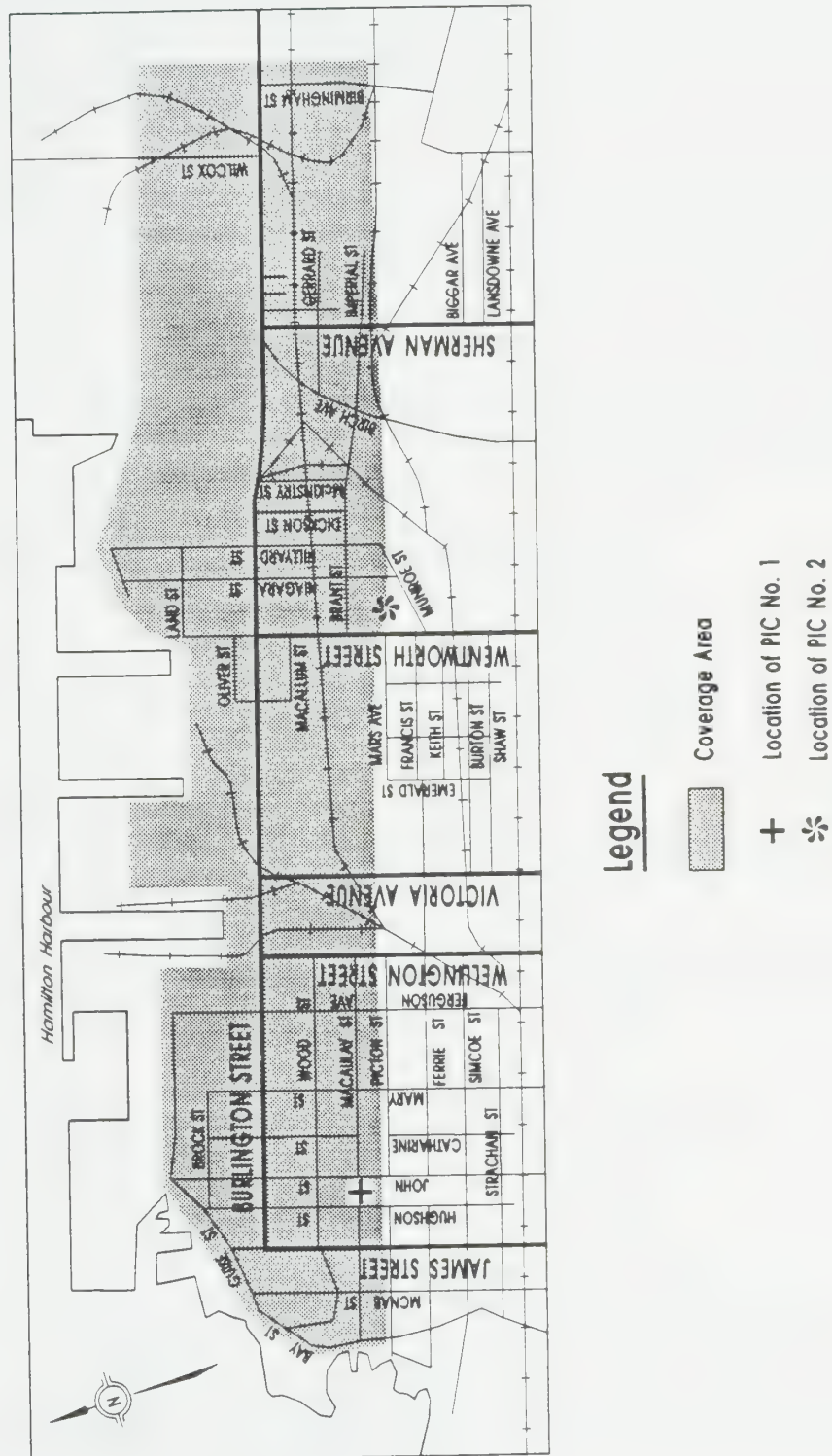


Exhibit 4
Area for General Brochure Distribution

Thirty-six attendees signed in at the registration table. A number of people by-passed the sign-in table and a number of couples attended, so the actual attendance figures would be higher. A total of 16 written comments were left at the PIC and two additional comments were later faxed and mailed.

The comments were summarized according to the following categories: alternatives, transportation, socio-economic environment, natural environment and cost. The more frequent comments which were recorded for each category are provided below.

Alternatives

- ▶ General agreement on the recommended planning solution that something should be done along Burlington Street to improve both the pavement condition and traffic operations.
- ▶ No consensus on the preliminary design alternatives.

Transportation

- ▶ A number of comments regarding traffic and safety concerns along Burlington Street and Wellington Street.

Socio-Economic Environment

- ▶ A large number of comments were related to the existing noise and vibration along both Burlington and Wellington Streets.
- ▶ Concern about displacement and disruption to a few residents and businesses along Burlington Street.

Natural Environment

- ▶ No concerns, however suggestions regarding the opportunity to landscape along Burlington Street.

Cost

- ▶ The only comments were related to a concern that funds may be diverted from the Perimeter Road project.

All written comments have been responded to by letter including any distribution of requested material.

Public Information Centre No. 2

The purpose of the second Public Information Centre was to present the following:

- ▶ the results of the first Public Information Centre
- ▶ how previous public comments were incorporated into the study
- ▶ the analysis of the alternative design concepts
- ▶ the comparative evaluation of the design alternatives
- ▶ a description of the preferred alternative
- ▶ a description of the implementation strategy
- ▶ the next phases of the study.

The PIC was held at the Robert Land Public School gymnasium, 460 Wentworth Street North, City of Hamilton, on Wednesday, October 13, 1993, between 6:30-9:00 p.m.

Notification of the PIC was again made by newspaper advertisements, general brochure distribution within the study area and direct brochure mailout to those on the contact list, following the procedures for the first PIC.

Newspaper advertisements were placed in the Hamilton Spectator on Wednesday, October 6, 1993 and Saturday, October 9, 1993. The advertisements provided the date, time and location of the information centre and the purpose of the meeting. Contacts from the Region and the consultant were provided.

The format of the PIC was also similar to the first PIC. Displays for review included updated inventory mapping, text explaining the EA process and results of the first PIC, mapping of the design alternatives and text outlining the analysis and evaluation of the design alternatives.

All attendees were encouraged to provide comments, either in writing on comment forms, or verbally to representatives from the Region and consultant, who were available to answer any questions.

Forty-three attendees signed in at the registration table. A total of 13 written comments were left at the PIC. The comments were summarized according to the following categories: alternatives, transportation, socio-economic environment, natural environment and cost. The more frequent comments which were recorded for each category are summarized on the following page.

Alternatives

- ▶ General agreement on the preferred plan with suggestions to improve the intersection radii and to provide raised medians for safety purposes.

Transportation

- ▶ Most comments addressed the impacts of the heavy truck traffic volumes along Burlington Street.

Socio-Economic Environment

- ▶ Some concern was expressed on the potential of a decrease in adjacent property values and increased noise levels.

Natural Environment

- ▶ All comments were related to creating an opportunity to landscape along Burlington Street.

Costs

- ▶ All comments received were concerned where the funds would come from.

All written comments have been responded to by letter.

Filing of ESR

The filing of the ESR in the public record for review will conclude the planning and preliminary design stage of the project. The ESR will be made available for public review at the Region's and City's Clerk Office and at the Picton Branch Public Library in the North End Neighbourhood and at the Central Library.

Notification of the completion of the study will be made known to the general public through a newspaper advertisement and by letter to those on the contact list and to municipal and external agencies who requested involvement.

All public comments acquired during a 30-day review period will be considered by the Region and if possible, action taken to address those concerns. At that time, any individual or group that feels their interests have not been resolved, may request a "bump-up" of the project to an Individual Environmental Assessment.

3.0 EXISTING CONDITIONS

- 3.1 Study Area
- 3.2 Natural Environment
- 3.3 Socio-Economic Environment
- 3.4 Utilities
- 3.5 Transportation
- 3.6 Problem Definition

3.0 EXISTING CONDITIONS

This section of the ESR provides an overview of the environmental conditions of the study area with respect to the natural environment, socio-economic environment, technical data (utilities) and transportation service.

Each aspect of the environment is discussed with respect to the methodology and data sources, description of the existing conditions and the identified environmental significance and sensitivity.

The need and justification of the proposed project is detailed based on the examination of these existing conditions.

3.1 Study Area

The study area, as illustrated in Exhibit 5, has been identified in two components, the broader study area and the intensive study area.

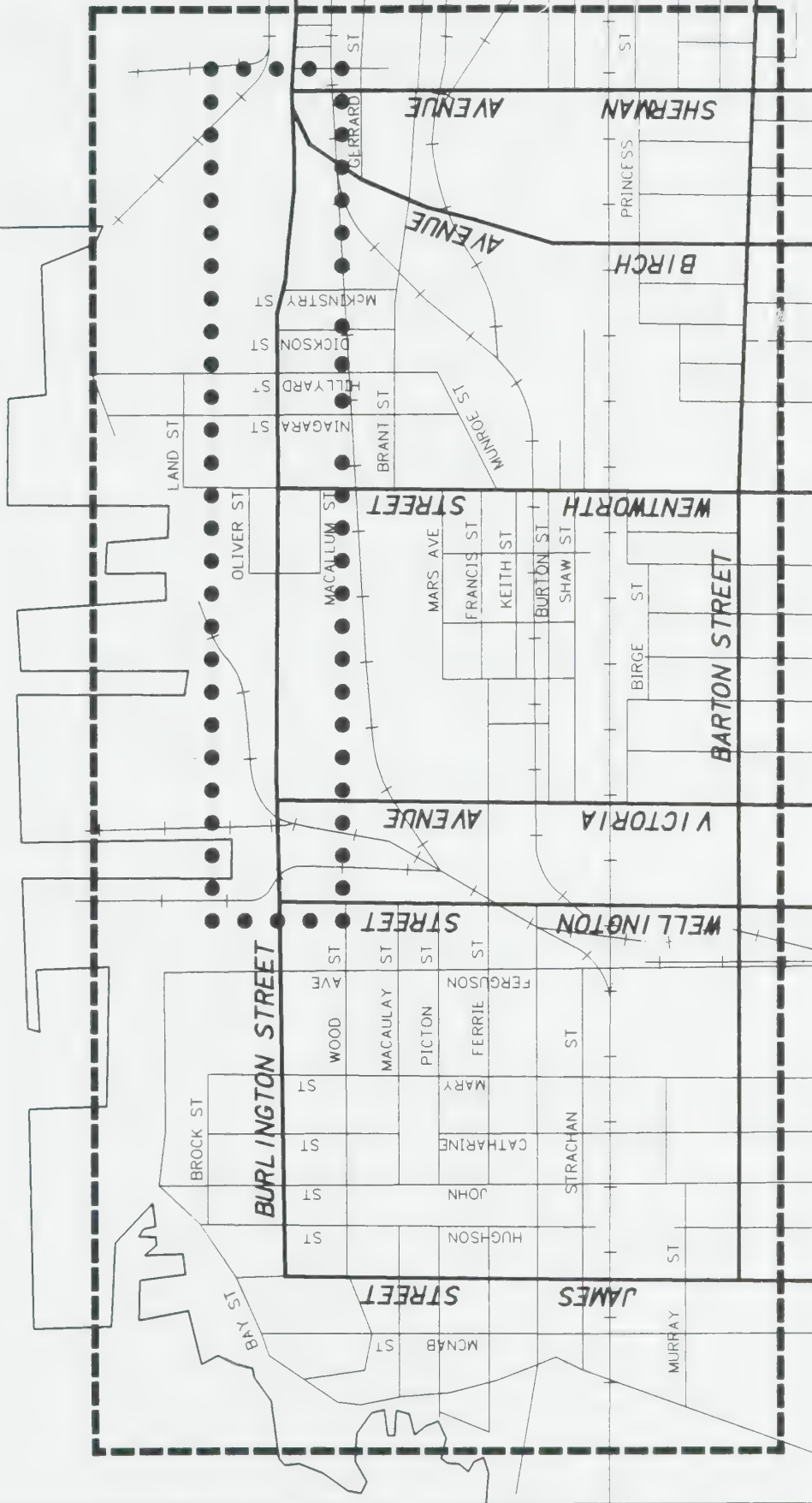
The broader study area, bounded by the Hamilton Harbour on the west and north, Barton Street on the south and Sherman Avenue on the east, was established for examining the transportation system, possible planning solutions and the nature and extent of community and recreation/cultural factors.

The intensive study area, which included Burlington Street and the directly affected properties between Wellington Street and Birch Avenue, was established for assessing the impact of the alternative design concepts.

3.2 Natural Environment

The existing conditions of the natural environment was primarily determined from the review of previous reports and files from the draft Hamilton Perimeter Road Environmental Assessment (EA) Report (M.M. Dillon Ltd., 1990). This report included a comprehensive environmental discussion that remains valid for the purposes of this study. Field investigation to confirm and update the data and input from external contacts was utilized to verify these existing conditions. No significant natural features were identified.

Hamilton Harbour



Class Environmental Assessment
BURLINGTON STREET
 Wellington Street to Birch Avenue

Study Area
 EXHIBIT 5



3.2.1 *Physiography*

Methodology and Data Sources

Existing conditions were determined from the draft Perimeter Road EA Report and soil reports that were undertaken in the vicinity of Burlington Street.

Description of Existing Conditions

The study area is situated in the Iroquois Plain Physiographic Region (Chapman and Putnam, 1984), east of the Niagara Escarpment. The Iroquois Plain in Ontario extends from the Niagara River to the Trent River and is composed of cliffs, bars, beaches and boulders. It is a remnant shoreline of glacial Lake Iroquois, the precursor of Lake Ontario.

On a regional scale, the study area lies within the Great Lakes basin at the head of Lake Ontario and within a broad canyon that is a re-entrant into the Niagara Escarpment. This canyon, the Dundas Valley, has been filled by glacial debris containing clay till and lacustrine sand (Hamilton Harbour RAP, 1988). The bedrock, buried below this till layer is Queenston red shale of Upper Ordovician age (Freeman, 1978). The Queenston shale consists of red mudstone with occasional greenish siltstone bands, which weather rapidly into a cohesive reddish soil on exposure to the atmosphere (Present et al., 1965).

Significance/Sensitivity

No particular significance or sensitivity is presented by the physiography of the study area.

3.2.2 *Soils*

Methodology and Data Sources

Information on the existing soils was established from previous site specific investigations assembled for the Perimeter Road study and for property acquisitions along Burlington Street.

Description of Existing Conditions

The soils in the study area have been modified by successive depositional processes and fill operations. Based on the previous site-specific investigations, surficial soils in the study area have been generally identified as follows:

- ▶ the surface contains varying depths of fill, consisting of fine sandy silt, silty clay, coal, ash, bricks, etc., or native sand and silt
- ▶ the surface is underlain by a stiff silt unit and a clay deposit.

Significance/Sensitivity

The existing soil conditions present no constraints given that there are no steep slopes and the soils are not highly erodible.

3.2.3 *Soil Contamination*

Methodology and Data Sources

Investigation of potential areas of soil contamination in the intensive study area was based on the review of historical data, limited field investigation, discussions with the City's Property Department and the review of reports (soil investigations) and files associated with Perimeter Road and previous property acquisitions along Burlington Street.

Description of Existing Conditions

A number of areas were identified with potential for soil/groundwater contamination along the Burlington Street corridor. The potential for contamination is based on the historic and existing land uses and probable practices.

Higher level of concerns are associated with the industrial, commercial and filled land areas and with former and existing service stations/garages.

The residential properties have been classified as the only land use along Burlington Street with low potential for soil contamination. However, this classification of land use makes up a small percentage of the frontage along Burlington Street.

Significance/Sensitivity

The potential for soil and/or groundwater contamination on properties required for this project is high and clean-up or remediation of contaminated sites will probably be necessary. This will increase costs, result in a longer construction period and may result in legal issues related to property acquisition. A more detailed evaluation during detail design will be required to determine the extent of any contamination. This description of existing conditions should not be considered comprehensive.

3.2.4 *Water Quality and Quantity*

Methodology and Data Sources

Existing conditions were determined from the review of numerous reports, utility drawings and field investigation.

Description of Existing Conditions

The study area has no defined watercourse. Existing surface drainage is facilitated by overland flow, curbs and gutters and a storm sewer system. The storm sewers discharge

into the Hamilton Harbour via outlets in the vicinity of Birch Avenue, Wentworth Street and Wellington Street.

The poor water quality of the Hamilton Harbour is well documented. The subcatchment area and the resulting stormwater pollutants associated with this section of Burlington Street present a relatively minor contribution to the poor quality of the Hamilton Harbour.

Significance/Sensitivity

The drainage runoff and the contributing pollutants from this section of Burlington Street, is insignificant when considering the total catchment area discharging into Hamilton Harbour.

3.2.5 *Vegetation*

Methodology and Data Sources

Existing conditions were determined from a review of the draft Perimeter Road EA Report and a subsequent field verification.

Description and Existing Conditions

No rare or significant vegetation species were identified in the study area. The Burlington Street corridor from Sherman Avenue to Wellington Street is a heavily built-up area with industrial, commercial and residential land. No native vegetation communities exist in the corridor. The vegetation includes ornamental and domestic plantings. Scattered along the corridor are Crimson King Norway Maple, Siberian Elm, Manitoba Maple, Silver Maple, Catalpa, Ornamental Cherry, Tree of Heaven, Weeping Willow, American Elm, Ornamental Crabapple and Magnolia trees.

Vegetation in the Victoria Avenue to Wellington Street area, south of the Burlington Street corridor, consists of an open waste area/scrub field with an early successional community of grasses, biennial and perennial herbs, Staghorn Sumac and Willow shrubs. Some small, poorly-drained areas are vegetated with Japanese Knotweed, and some small clumps of immature Manitoba Maple, Tree of Heaven and Poplar trees. This area is generally landfill and has been heavily disturbed in the past.

Significance/Sensitivity

The existing vegetation is considered to have little significance given that the plantings are primarily ornamental and domestic.

3.2.6 Wildlife

Methodology and Data Sources

Existing conditions were established from a review of the Perimeter Road documentation, field observations made during the vegetation verification, and through correspondence with the Ministry of Natural Resources and the Hamilton Region Conservation Authority.

Description of Existing Conditions

The role of the study area as a place of significant habitat is negligible considering that the site lies within an urban industrial area. Previous study observations in the area indicated that the trees along the Burlington Street corridor between Sherman Avenue and Victoria Avenue are used for nesting by House Sparrows, Red-Winged Blackbirds, Mourning Doves, Grackles and Starlings.

The vegetation in the Victoria Avenue to Wellington Street area provides habitat for small mammals including the Eastern Cottontail and Deer Mouse, and for birds of waste areas such as the Killdeer and Blackbird.

No record of unusual or rare wildlife sightings have been identified.

Significance/Sensitivity

The study area exhibits a low significance for wildlife. In addition, the Ministry of Natural Resources and the Hamilton Region Conservation Authority have not expressed any concerns.

3.2.7 Air Quality

Methodology and Data Sources

The identification of air quality was determined by a review of secondary sources including data from the MOEE monitoring stations in the vicinity.

Description of Existing Conditions

The proximity to industrial uses and the CN rail tracks and yard subjects the air to various exhausts and odours, which dominate the air quality within the study area. Minor contribution to the local air quality is attributable to vehicle emissions from the poor traffic flow, and to dust as a result of the poor roadway condition.

Significance/Sensitivity

The air quality is primarily the result of the adjacent industrial uses. Any proposed road undertaking would probably not affect the air quality significantly.

3.3 Socio-Economic Environment

This section details the existing conditions of the socio-economic environment assembled from the review of background reports, correspondence with municipal and external contacts and field investigation.

3.3.1 Aesthetic/Visual Resources

Methodology and Data Sources

The existing aesthetics and visual resources were catalogued through fieldwork and a photographic inventory. The pattern of a viewed landscape is determined by four basic visual elements of form, line, colour and texture. The visual impact of the alternatives will be based on the following:

- ▶ compatibility - the fit of the alternative based on form, scale, balance and harmony with the existing landscape
- ▶ visibility - impacts to existing views as a result of the implementation of alternatives. To determine the potential impacts due to compatibility and visibility, the Burlington Street corridor was divided into segments.

Public opinion supplemented this documentation.

Description of Existing Conditions

The landscape is divided into two distinct areas with similar characteristics; the heavy industrial uses west of Wilfred Street and east of McKinstry Street, and the mature residential area with a mixture of commercial uses between Wilfred Street and McKinstry Street.

The industrial developments contrast the low-rise family homes and small commercial developments. There is little visual harmony in the forms and scales despite the setbacks. The variety of scales and forms compete and detract from the sense of balance and harmony in the landscape.

The residential area also exhibits little visual harmony and sense of balance due to the combination of open spaces, commercial areas, and housing. There are pockets of small scale and harmonious forms, but are offset from each other, providing no definite visual link to each side of the road.

The combination of the poor roadway condition, the heavy volume of truck traffic, the mixed land uses, the rundown nature of the residential area, the narrow frontages with little

associated vegetation and the overhead utilities, presents a relatively low aesthetic value within the study area.

Significance/Sensitivity

The existing views and landscape character is considered of minor significance. Through the public consultation process, a desire for improvement of the visual quality along Burlington Street was expressed. This would indicate some sensitivity to any proposed undertaking.

3.3.2 *Land Use*

Methodology and Data Sources

The status of the existing and proposed land uses were determined by the review of the City and Regional Official Plans, the City's approved zoning plans, relevant background reports, a windshield survey and through discussions with the Local Planning Department, the public and the individual stakeholders.

Description of Existing Conditions

The broader study area can be generally described by the following three distinct uses:

- ▶ west of Wellington Street is primarily residential development with some retail, recreational and institutional uses
- ▶ between Wellington Street and Wilfred Street and east of McKinstry Street to Sherman Avenue the area is dominated by a mix of light and heavy industries
- ▶ between Wilfred Street and McKinstry Street is a pocket of small lot single family detached housing, built between 1904 and 1940, with a number of retail and commercial businesses located throughout.

The residential area west of Wellington Street, known as the North End Neighbourhood, consists mainly of mature detached and semi-detached dwellings. The area has in recent years undergone a revitalization, with increased rehabilitation and multi-residential development, reversing the decreasing population trends of other lower City of Hamilton neighbourhoods. In the western section of the North End Neighbourhood, the Waterfront Park opened in 1993, offering a major local and regional tourist/recreational facility.

The light and heavy industrial uses north of Burlington Street are established and under the jurisdiction of the Hamilton Harbour Commission (HHC). Along the south side of Burlington Street, industrial uses have generally been discontinued, leaving either small businesses, property and buildings being leased or vacant properties. Exceptions include a gasoline

station at the southwest corner of Victoria Avenue, Suncor Inc. at the southeast corner of Victoria Avenue and Canadian Liquid Air Ltd. at the southeast corner of McKinstry Street.

The section of Burlington Street between Wilfred Street and McKinstry Street consist of a number of vacant properties owned by the Region or the City, vacant retail buildings and a few commercial buildings presently being leased from the Region. The properties owned by the Region or the City have been previously purchased on hardship cases for the future Perimeter Road. The characteristics of the residential development indicate mature detached dwellings with a higher than average number of rental units and relatively little greenspace.

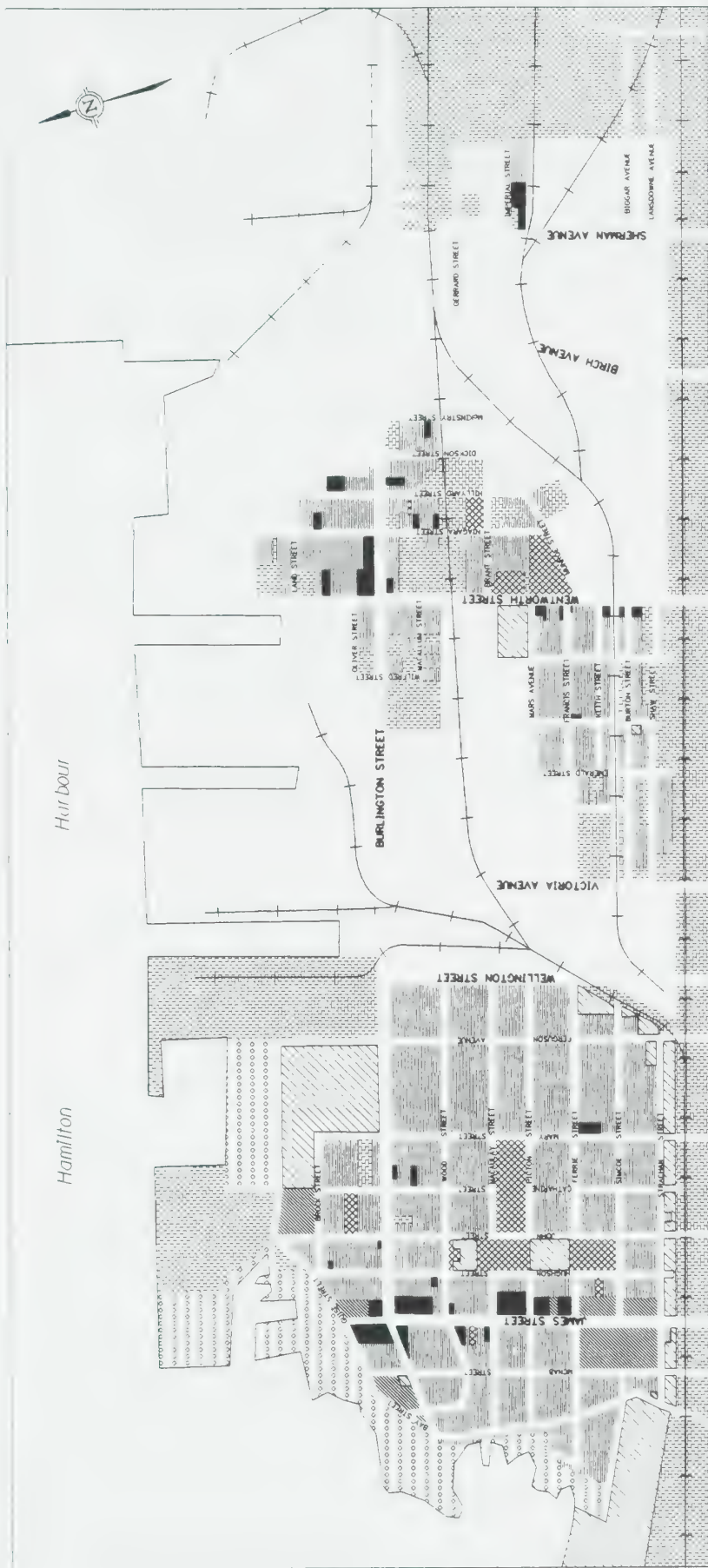
Discussions with the Local Planning Department indicate no pending development applications within the study area. The existing land uses are illustrated in Exhibit 6.

The residential area between Wilfred Street and McKinstry Street, north and south of Burlington Street, was constructed prior to the 1940's and identified as the Land enclave in the discontinued "Residential Enclaves Program". The City of Hamilton and Region's Planning and Development Department developed this program that identified nine small areas of older residential development located within the heavy industrial areas north of the CN mainline tracks.

These residential areas were characterized by incompatible levels of noise, pollution and traffic, and poor standards of housing and community services. The general intent of the program was to save the most appropriate enclaves for continued residential use and to develop the other enclaves for industrial uses. The Land enclave was identified in the program at that time as having potential for residential rehabilitation.

The City's Official Plan designates the area east of Wellington Street for industrial uses and is zoned as K (Heavy Industry District) with special policy designations. Specifically, the Official Plan, Subsection A.2.3 - Industrial Uses, states:

"It is the general intent of this Plan to ensure that Hamilton's position as a major INDUSTRIAL centre in the Region and in the Province is maintained and enhanced through the retention of existing industries and through the stimulation of new INDUSTRIAL growth".



LEGEND

- Residential (Single)
- Residential (Multiple)
- Industrial (Heavy)
- Industrial (Light)
- Commercial/Retail
- Civic/Institutional
- Park/Recreational
- Waterfront/Harbour Use

Class Environmental Assessment
BURLINGTON STREET
 Wellington Street to Birch Avenue



Existing Land Uses

EXHIBIT 6

Further, the Official Plan indicates that in order to enhance the viability of industrial areas, that accessibility to industrial areas shall be established and maintained wherever feasible and appropriate. Also, in accordance with the City's Official Plan Subsection D.2 - Planning Units and Neighbourhood Plans, the City has prepared Neighbourhood Plans for planning purposes. Three of these plans cover the broader study area and present the following relevant policy designations:

North End West Neighbourhood Plan (bounded by the Harbour, CNR mainline and James Street North)

- ▶ single and double attached housing
- ▶ park and recreation
- ▶ civic and institutional
- ▶ utility
- ▶ waterfront park

North End East Neighbourhood Plan (bounded by the Harbour, Wellington Street, CNR mainline and James Street North)

- ▶ single and double attached housing
- ▶ utility
- ▶ industrial

Keith Neighbourhood Plan (bounded by Wellington Street, CNR mainline, Sherman Avenue and the Harbour)

- ▶ single and double attached housing
- ▶ industrial
- ▶ utility

Significance/Sensitivity

Due to the relationship of transportation service and land use, a high degree of environmental significance and sensitivity is anticipated for any proposed undertaking.

3.3.3 Heritage/Archaeological Resources

Methodology and Data Sources

A heritage and archaeological resources investigation was undertaken by David Cumming Associates and Mayer, Poulton and Associates in 1990 for the Region within the study area. In addition, the Ministry of Culture, Tourism and Recreation and the Urban Design Section of the Region's Local Planning Department were contacted for input.

Description of Existing Conditions

Based on the report, the study area has been heavily industrialized and developed and has relatively low potential for any archaeological resources. Possible exceptions include:

- ▶ a City/Region crematory/incinerator, which operated between 1884 to 1916 and was located at 450 Wellington Street, may still have foundations existing
- ▶ the Land's Wharf, built during the 1840's, that was located in the vicinity of Burlington Street and Victoria Avenue, may have subsurface structures, features or deposits existing.

Land's Wharf was situated on one of a number of inlets that indented the shoreline of Hamilton Harbour. These inlets have been filled to provide industrial expansion in the area. The then Base Street right-of-way (a continuation of Burlington Street) originally ran out over the inlets, which was ultimately constructed as a road after the inlets were filled and renamed Burlington Street by the 1920's.

Subsequently, Burlington Street provided access to a mix of residential development, commercial, service and growing industrial uses in the area. The expansion of industrial plants continued by constructing on landfill on the former low-lying shoreline of the Hamilton Harbour.

For the most part, the residential buildings and sites in the area are neither of high architectural style nor unique historical character and no buildings of heritage value have been identified. The Ministry of Culture, Tourism and Recreation indicated that the study area exhibits low potential for cultural heritage resources and expressed no concerns for the project undertaking due to previous construction, development and landfill activities.

Significance/Sensitivity

No significant existing or potential heritage or archaeological resources have been identified in the study area.

3.3.4 Recreation/Cultural Resources

Methodology and Data Sources

The identification of recreation and cultural resources was identified by the review of existing/planned land uses and secondary sources, a windshield survey and through correspondence with the Region's Local Planning Department and the Ministry of Culture, Tourism and Recreation.

Description of Existing Conditions

Within the intensive study area and adjacent to Burlington Street, no designated parks, recreational or cultural resources were noted. In the broader study area, a number of facilities were identified such as recreational waterfront uses (marina activities and recreation centre) located north of Bay and Guise Streets, Eastwood Park/Area at the northwest corner of Burlington Street and Ferguson Avenue, and a number of schools, community centres, parks and churches throughout the North End Neighbourhood. South of the residential area along Burlington Street (the Land enclave), St. David Presbyterian Church and Robert Land Public School on Wentworth Street were the only major recreation/cultural resources identified.

Of special importance to the Region, and as highlighted by the Local Planning Department and the Ministry of Culture, Tourism and Recreation, is the recently opened Waterfront Park, a major tourist and recreation facility, which is situated on the western limits of the broader study area.

Significance/Sensitivity

Given the few resources available to the community near Burlington Street, and the regional importance of the Waterfront Park, it is highly important that both local and regional access to existing facilities are maintained and improved.

3.3.5 Noise

Methodology and Data Sources

A noise analysis was undertaken to establish the existing conditions following the MOEE/MTO "A Protocol for Dealing with Noise Concerns During the Preparation, Review and Evaluation of Provincial Highways Environmental Assessments, February 1986". The noise levels were predicted using the MOEE Stamson 4.1 program, with inputs such as receiver height, distance attenuation and other adjustments, as described in the MOEE publication "ORNAMENT Ontario Road Noise Analysis Method for Environment and Transportation".

Based on provincial guidelines, industrial areas are not considered to be noise sensitive. However, residential areas are considered to be noise sensitive and for this reason, the noise analysis was carried out along Burlington Street between Wilfred Street and McKinstry Street.

Description of Existing Conditions

The noise sources along Burlington Street are from the local industries and from the traffic along Burlington Street. The poor road conditions and traffic flow contribute to the noise levels. This has been confirmed by the consultation process.

The current background noise levels in the residential area can be summarized as follows:

- ▶ in front of the first row of houses adjacent to Burlington Street 70-75 decibels
- ▶ along the backyards of the second row of houses without buildings in front to provide buffer 60-65 decibels
- ▶ along the backyards of the second row of houses with buildings in front to provide buffer 55-60 decibels
- ▶ along the backyards of the third row of houses and beyond with buildings in front to provide buffer 50-55 decibels

To predict the significance of noise on the residential area, a preliminary noise impact analysis was carried out.

If the roadway moved closer to the first row of residences adjacent to Burlington Street, the increase in noise levels would not be greater than five decibels, which is considered not to have a perceivable impact, according to established provincial criteria.

For any major roadway widening, additional property would have to be acquired, necessitating the removal of buildings. These buildings presently provide significant buffer to the second and subsequent row of houses and their rear yards. The removal of these buildings would result in noise level increases in the order of 5-10 decibels above the existing background noise or over the accepted outdoor sound level (L_{eq} 55 decibels). These noise level increases would have a perceivable impact on those residences.

Significance/Sensitivity

Current noise levels are high due to the local industrial operations and the traffic along Burlington Street. Removal of buildings adjacent to Burlington Street could significantly increase noise levels for some residents.

3.3.6 Community/Urban Structure

Methodology and Data Sources

The existing nature and characteristics of the community was based on the review of secondary sources (Regional planning reports) and from public opinion solicited through the public consultation process.

Description of Existing Conditions

The existing nature and characteristics of the study area have been briefly outlined in Section 3.3.2. In addition, the Burlington Street corridor presents a major disruption to the day-to-day enjoyment of the local community. This heavily travelled designated truck arterial divides the community and presents noise, safety and air pollution concerns. The above characteristics also contribute to barrier effects, which specifically affects access to the few recreational and cultural facilities in the study area.

Significance/Sensitivity

Considering the incompatible adjacent land uses of residential and heavy industry, the above existing concerns are practicably unavoidable. However, further degradation to these existing conditions would be considered a significant impact and may prove to be highly sensitive.

3.4 Utilities

Methodology and Data Sources

The identification of existing utilities in the intensive study area was based on the review of former Burlington Street construction drawings obtained from the Region, limited field investigation and discussions with each utility agency.

Description of Existing Conditions

The following utilities have been identified within the Burlington Street corridor.

Storm Sewers

Various 300 mm - 600 mm storm sewers are found throughout the Burlington Street corridor which discharge into Hamilton Harbour via three large trunk sewer outlets located at Wellington Street, Wentworth Street and west of Birch Avenue. The corresponding contributing areas to these outlets are from the North End Neighbourhood to Wilfred Street for the Wellington Street outlet, the residential development between Wilfred Street and McKinstry Street to the Wentworth Street outlet, and east of McKinstry Street to Birch Avenue to the outlet near Birch Avenue.

The vertical profile along Burlington Street is relatively flat, the pavement condition is poor and the catchbasin spacing is inadequate resulting in poor drainage along the roadway.

Sanitary Sewers

A major sanitary sewer flows easterly along the Burlington Street corridor. The sewer intercepts several other sanitary sewers from the sideroads and numerous service leads from adjacent buildings.

Watermains

Two watermain lines run along the Burlington Street corridor. A major 600 mm watermain is located along the north side of the roadway and a local 150 mm - 250 mm watermain along the south side through the residential area between Victoria Avenue and McKinstry Street.

Hamilton Hydro-Electric

Hamilton Hydro-Electric has an above ground line along both sides of Burlington Street. Underground lines are located along the south side of Burlington Street from Wentworth Street to Birch Avenue and in the vicinity of the Birch Avenue intersection. Consolidation and upgrading of the existing infrastructure in this corridor is presently planned.

Ontario Hydro

An Ontario Hydro overhead transmission corridor is located along Birch Avenue and along Burlington Street to the east of Birch Avenue. A tower is presently located in a traffic island separating eastbound and westbound Burlington Street traffic at the Birch Avenue intersection.

Bell Canada

Bell Canada has no major facilities except for overhead lines located throughout the corridor on the Hamilton Hydro-Electric poles. Underground crossings are located at the McKinstry Street, Wentworth Street and Wellington Street intersections.

Union Gas

Two 100 mm - 200 mm lines traverse Burlington Street from Wilfred Street easterly along both sides of the right-of-way, providing service to the adjacent buildings.

Oil Pipelines

An oil pipeline is located along the north side of the Burlington Street right-of-way from Wellington Street to east of Emerald Street where it turns north into the Hamilton Harbour Commission lands. A 150 mm pipeline crossing into the Suncor property is located east of Victoria Avenue. Another pipeline crossing is located east of Wellington Street and west of Victoria Avenue.

Cable TV

Local cable service is provided by an overhead plant throughout the Burlington Street corridor by Northgate and Maclean Hunter.

Significance/Sensitivity

No significant relocations or associated time constraints have been identified. Utility relocations will be necessary, but will be similar in extent for any undertaking.

3.5 Transportation

This section will provide an overview of the transportation service along Burlington Street and the surrounding area, considering both the existing and future conditions. Specifically this section will address the following:

- ▶ assessment of existing traffic conditions and recent trends
- ▶ estimation of future traffic growth and patterns
- ▶ review of future network implications
- ▶ identification of any transportation service problems
- ▶ outline possible planning solutions to be investigated that will alleviate any existing or anticipated future transportation problem(s).

3.5.1 Existing Transportation Conditions

Assessment of the existing transportation conditions and recent trends were made by the examination of the following information:

- ▶ recent traffic count data
- ▶ relevant regional traffic studies
- ▶ intersection volume/capacity analysis results
- ▶ arterial roadway analysis results
- ▶ accident data
- ▶ transit system services
- ▶ interviews with businesses along Burlington Street.

Road Network

Burlington Street is designated as an arterial roadway in the Region's roadway system and is a major east-west link across the Bayfront industrial area in the City of Hamilton, providing an important connection to the QEW in the east.

The section of Burlington Street under consideration extends from Wellington Street, easterly 1.6 km to Birch Avenue. Burlington Street is presently a four lane urban arterial with no

provisions for on-street parking and with stopping restrictions during the peak hours. The speed limit changes from 60 kph to 50 kph between Birch Avenue and McKinstry Street.

There are five signalized intersections located at Wellington Street, Victoria Avenue, Wentworth Street, Hillyard Street and Birch Avenue. Traffic signals along Burlington Street are coordinated to improve the east-west progression, and alternate signal timing plans are used during the peak hours.

The jurisdictional responsibility of the sideroads within the study area is as follows:

Regional Roads

Burlington Street
Birch Avenue
Wentworth Street
Victoria Avenue
Wellington Street

City Roads

Hillyard Street
Dickson Street
McKinstry Street
Niagara Street
Wilfred Street

Road Conditions

The Burlington Street road allowance is approximately 20 m wide between Wilfred Street and McKinstry Street and tapers to approximately 27 m at Victoria Avenue. Between Wilfred Street and McKinstry Street, the residential frontages are close to the property line presenting a very narrow right-of-way.

The roadway pavement is exhibiting structural deficiencies, having been last resurfaced in 1972. Burlington Street was originally constructed in 1944. The poor pavement condition is confirmed by the Region's Municipal Road Appraisal sheets.

The Burlington Street and Wellington Street intersection has good sight lines. Raised medians are provided to the approaches of the intersection along Burlington Street, with openings for three at-grade rail crossings. Most of the westbound traffic turns southbound to Wellington Street through two exclusive left turn lanes with protected and permitted left turn phases. Wellington Street is a one-way southbound roadway. The intersection geometry and median east of Wellington Street tends to discourage truck flow westbound into the residential North End Neighbourhood. A sign indicating the designated truck route along Wellington Street is located in the median island.

Burlington Street has raised medians to the approaches of the Victoria Street intersection. A left turn storage lane is provided for eastbound traffic turning north into the Hamilton

Harbour Commission lands. Victoria Street is a one-way northbound roadway. The sight lines at the intersection are good.

Other streets intersecting Burlington Street, between Victoria Avenue and Birch Avenue, generally have poorer sight lines due to the built-up nature of the right-of-way. This section of Burlington Street is characterized with no additional turning lanes, close spacing of a number of entrances and sideroads, with most having substandard turning radii. These characteristics are not typical for an arterial roadway.

Burlington Street tapers from six to four lanes west of Birch Avenue. A wide median island with a transmission tower is located west of the Birch Avenue intersection. Two exclusive left turn lanes provide southbound movements from westbound Burlington Street. Birch Avenue is a one-way southbound roadway.

Traffic Volumes

Traffic volumes were obtained from the City of Hamilton Traffic Department for the latest five years. The trends for both the peak AM and PM period and 24 hour (daily) period traffic volumes have remained relatively stable. This is attributable to the mature state of the adjacent industries and neighbourhoods. Table 3.5.1-1 summarizes the daily traffic volumes at the key intersections. The trends and characteristics for the daily traffic volumes are consistent with the AM and PM peak traffic volumes.

Table 3.5.1-1
Traffic Volume (AADT)

Year	Intersection							
	Wellington		Victoria		Wentworth		Birch	
	EB	WB	EB	WB	EB	WB	EB	WB
1991	6616	13364	-	-	-	-	13347	15864
1990	7579	13266	6196	11490	10064	11649	12341	17502
1989	6252	12747	5881	11874	11307	14110	13115	18417
1988	6787	13207	-	-	-	-	14269	20143
1987	6408	12078	5201	11890	10202	12190	12214	17031

The daily traffic volumes indicate the following:

- ▶ the major traffic movement is westbound for all intersections
- ▶ there is a significant increase in eastbound movements east of Wentworth Street, likely due to the residential area north and south of Burlington Street
- ▶ an increase in westbound and decrease in eastbound traffic between Victoria Avenue and Wellington Street, which indicates a significant traffic generator/attractor in this block (the Hamilton Harbour Commission)
- ▶ a significant decrease in westbound traffic at Birch Avenue (one-way southbound), which is partly attributable to the change in the Burlington Street cross-section.

The heaviest turning movements are Burlington Street west to Wellington Street south (one-way), Victoria Avenue south (one-way) to Burlington Street east, Wentworth Street south to Burlington Street east and Burlington Street west to Birch Avenue south.

In reviewing the AM and PM peak period volumes, the following characteristics were noted:

- ▶ similar volumes were displayed in the eastbound direction for both the AM and PM
- ▶ a significant increase in westbound PM traffic over AM volumes, which usually indicates more non-work related trips
- ▶ the peak period volumes are generally less than 10% of the daily traffic volumes, which indicates a high off-peak volume, probably associated with the local industries.

Intersection Analysis

An operational evaluation based on volume/capacity analysis for both the AM and PM peak hours of each of the five signalized intersections along Burlington Street was undertaken.

The results of the analysis indicated that the operations of the signalized intersections are theoretically acceptable (level of service C or higher). Only the Hillyard Street PM peak period westbound turning movements is experiencing some difficulty.

Arterial Analysis

The traffic signals are presently coordinated to enhance vehicle progression in the east-west direction. An operational analysis was conducted and Burlington Street is theoretically operating at an acceptable level of service.

However, from the truck surveys carried out previously for Perimeter Road and for this study, and as confirmed through the public consultation process, delays and safety is a concern along Burlington Street.

This may be explained by the limitations of the analysis which does not consider the effect of traffic due to rail movements or by vehicles slowing and stopping to make turns into the numerous entrances and sideroads.

Accident Analysis

Accident data can be an important indicator of road conditions which may not reflect capacity deficiencies, but other contributing factors, such as poor sight lines, gradients, geometrics, and traffic flow.

Data was obtained from the City of Hamilton Traffic Department and summarized by location, by type (left turn, right turn, changing lane, rear end), by degree (injury or fatality) and whether a truck was involved, along Burlington Street for the period 1986 to 1992. This intersection accident data for the five signalized intersections were compiled and converted into an accident rate based upon the number of vehicles entering the particular intersection and is summarized in Table 3.5.1-2.

Table 3.5.1-2
Intersection Traffic Accident Summary
Period: January 1, 1986 to December 31, 1992

Intersection	No. of Accidents (7 years)	No. of Injuries (7 years)	No. of Fatalities (7 years)	No. of Trucks (7 years)	No. of Accidents (per year)	Accident Rate (per MVE)
Sherman	42	32	1	10	6.0	0.6
Birch	15	6	0	7	2.2	0.3
McKinstry	6	3	0	0	0.9	*
Dickson	5	6	0	1	0.7	*
Hillyard	29	12	0	3	4.2	0.6
Niagara	12	7	0	0	1.7	*
Wentworth	55	35	0	10	7.9	1.3
Wilfred	8	3	0	1	1.2	*
Victoria	23	19	0	8	3.3	0.6
Wellington	10	2	0	3	1.5	0.3

* Volumes not available for unsignalized intersections

MVE - number of accidents per million vehicles entries into the intersection

The link accident data between each signalized intersection were also compiled and converted into an accident rate based upon the number of vehicles entering that particular link and is summarized in Table 3.5.1-3.

Table 3.5.1-3
Link Traffic Accident Summary
Period: January 1, 1986 to December 31, 1992

Link	No. of Accidents (7 years)	No. of Injuries (7 years)	No. of Fatalities (7 years)	No. of Trucks (7 years)	No. of Accidents (per year)	No. of Accidents (per MVK)
Sherman-Birch	10	3	0	5	1.5	1.4
Birch-McKinstry	10	1	0	3	1.5	0.5
McKinstry- Dickson	3	0	0	1	0.5	0.4
Dickson-Hillyard	9	8	0	2	1.3	1.1
Hillyard-Niagara	9	8	0	1	1.3	1.0
Niagara- Wentworth	4	4	0	2	0.6	0.4
Wentworth- Wilfred	3	2	0	1	0.5	0.3
Wilfred-Victoria	4	3	0	1	0.6	0.4
Victoria- Wellington	7	1	0	6	1.0	1.0
Wellington- Ferguson	10	2	0	0	1.5	0.8

MVK - number of accidents per million vehicle kilometre (accumulative distance travelled by all vehicles for that link)

Accident rates should be used as a comparative statistic only, but generally an intersection rate in excess of approximately 1.5 accidents per million vehicle entries (ITE, Manual of Traffic Engineering Studies) indicates a review of details may be appropriate. Similarly, for the roadway links, an accident rate exceeding 7.0 accidents per million vehicle kilometre warrants review.

The review of the accident rates seems to indicate numbers that are acceptable for an arterial facility with no specific concerns except for the Burlington Street/Wentworth Avenue intersection. Most of the accidents were documented as rear-enders, sideswipe or angle collisions, which is generally associated with turning movements. In addition, no significant increase in the annual accident growth rate was identified.

However, the public consultation process and truck survey identified safety along Burlington Street as an issue. Specific concerns with respect to potential accidents included:

- ▶ access from sideroads and entrances onto Burlington Street was difficult for both trucks (poor geometrics and traffic gaps) and cars (heavy truck traffic)
- ▶ access to sideroads and entrances from Burlington Street by left turns or right turns was difficult for trucks because of the geometrics (often encroached into the adjacent traffic lane)
- ▶ numerous near accidents were reported due to stopped or slowing vehicles making turns (notably between McKinstry Street and Niagara Street)
- ▶ car sideswipe collisions with trucks making wide right turns from Burlington Street westbound onto Victoria Avenue northbound
- ▶ truck turning movements onto sidewalks at the Hillyard Street intersection.

Possible reasons why these concerns are not reflected in the accident data are that these incidences are not reported and driver familiarization with the local conditions.

Transit Service

The study area is served by one transit route, the HSR Route 4 (Bayfront) which travels along Burlington Street. Presently, the AM and PM peak service headway is 15 minutes. Stops are provided along Burlington Street, generally on the near side of the intersection, at Ferguson Avenue, Wellington Street, Victoria Avenue, Wilfred Street, Wentworth Street, Hillyard Street, McKinstry Street and Sherman Avenue.

Ridership data obtained from HSR for the last five years indicate minor decreases for both the AM and PM peak periods. The existing service and schedule has remained the same in recent years, however an AM peak service route along Birch Avenue and Sherman Avenue has been discontinued in 1993. The modal split is in the 2 to 4 percent range.

Previous studies that were reviewed indicate that the transit modal split of the Bayfront area is low and significant shifts to transit are unlikely given the local travel characteristics (work related, high single occupancy, long distance trips).

Bicycle Routes (Bikeways)

The Regional Bicycle Network Master Plan was reviewed to identify any designated bikeways within the study area. No existing Regional bikeways have been identified and are not planned along the Burlington Street corridor. In the broader study area, a bikeway is proposed to run along Barton Street.

Truck Traffic

The Bayfront industrial area is a major truck generator reaching 10% of the total volume during the peak period and approaching 15% during the non-peak period along Burlington Street. Major arterials have been designated as truck routes to minimize impacts on adjacent roadways and neighbourhoods, however the usage of these roads are on a voluntary basis only. Designated roadways within the study area include Victoria Avenue (one-way northbound), Wellington Street (one-way southbound), Birch Avenue (one-way southbound), Sherman Avenue (one-way northbound) and Burlington Street (westbound and eastbound to Wellington Street).

Traffic operational deficiencies, poor accessibility and the resulting economic effects have been identified as a concern by the Region and local industries. Truck surveys and interviews have been undertaken in this and a previous study (Perimeter Road) to determine the magnitude of this concern.

The results of this and the previous truck survey/interview should not be considered a statistical database but rather, to provide an understanding and insight into the travel characteristics.

The Bayfront industrial area is still considered the economic core of the Region, and although activity has decreased in recent years, it is anticipated to remain or slightly increase. As a result, both studies indicated a continued and significant reliance on truck traffic as a vital part of their industrial operations, and the need for more efficient and direct access in order to attract more business.

Specific comments from this study's truck survey included:

- ▶ the peak time of trucking activity varies throughout the day and the year
- ▶ the usual destination was either the QEW or Hwy 403
- ▶ the truck configurations vary but a significant percentage consists of large tractor-trailers
- ▶ specific problems identified along Burlington Street were the poor pavement condition, difficult turning movements and poor traffic flow at times due to other vehicles slowing or stopping to make turns creating safety concerns and delays
- ▶ businesses indicated that travelling through the residential area is a constraint and nuisance, presenting higher operating costs and less efficient access

- ▶ the public consultation indicated that the trucks are a nuisance in the residential area presenting noise, dust, vibration, air safety and pedestrian movement concerns.

Rail Movements

Three separate rail sidings cross Burlington Street between Wellington Street and Victoria Street. All the sidings serve the Hamilton Harbour Commission (HHC) property and are owned by the HHC to the south side of Burlington Street, with a cost-sharing agreement with the City of Hamilton for the roadway maintenance.

The western siding crosses Burlington Street 15 m east from the Wellington Street intersection and serves piers 11, 12 and 13 of HHC property. The middle siding, which crosses Burlington Street 100 m west of the Victoria Avenue intersection, serves piers 14 and 15 and Canamera Foods. The eastern siding that crosses Burlington Street 70 m to the west of the Victoria Avenue intersection provides east to west movements across the HHC property and serves a number of industries.

The exact number of rail movements for each siding was not ascertained except for the following general comments from the HHC:

- ▶ the western siding has one or two movements per week with a significant increase in the spring
- ▶ the middle siding has one or two movements per week
- ▶ the eastern siding has two or three movements per day.

The above information was not substantiated and HHC comments indicated that rail movements are expected to increase in the future as the economy improves.

From previous HHC correspondence (Perimeter Road EA Study), the following comments were made:

- ▶ concerns for public safety and minimizing delays in rail operation
- ▶ schemes to consolidate the rail spurs would impose limitations and access (due to track geometrics and sight lines)
- ▶ that all sidings are essential and must be maintained.

During this study, the HHC re-emphasized the importance of the sidings and the above comments.

North End Neighbourhood

Burlington Street is a discontinuous east-west arterial roadway, providing convenient access for Bayfront industries to the QEW in the east, but no direct westerly connection to Hwy 403. The designation of Burlington Street as a truck route ends at Wellington Street. Previous studies associated with Perimeter Road indicated that up to 33% of the traffic infiltrate the residential North End Neighbourhood, destined for or originating from Burlington Street.

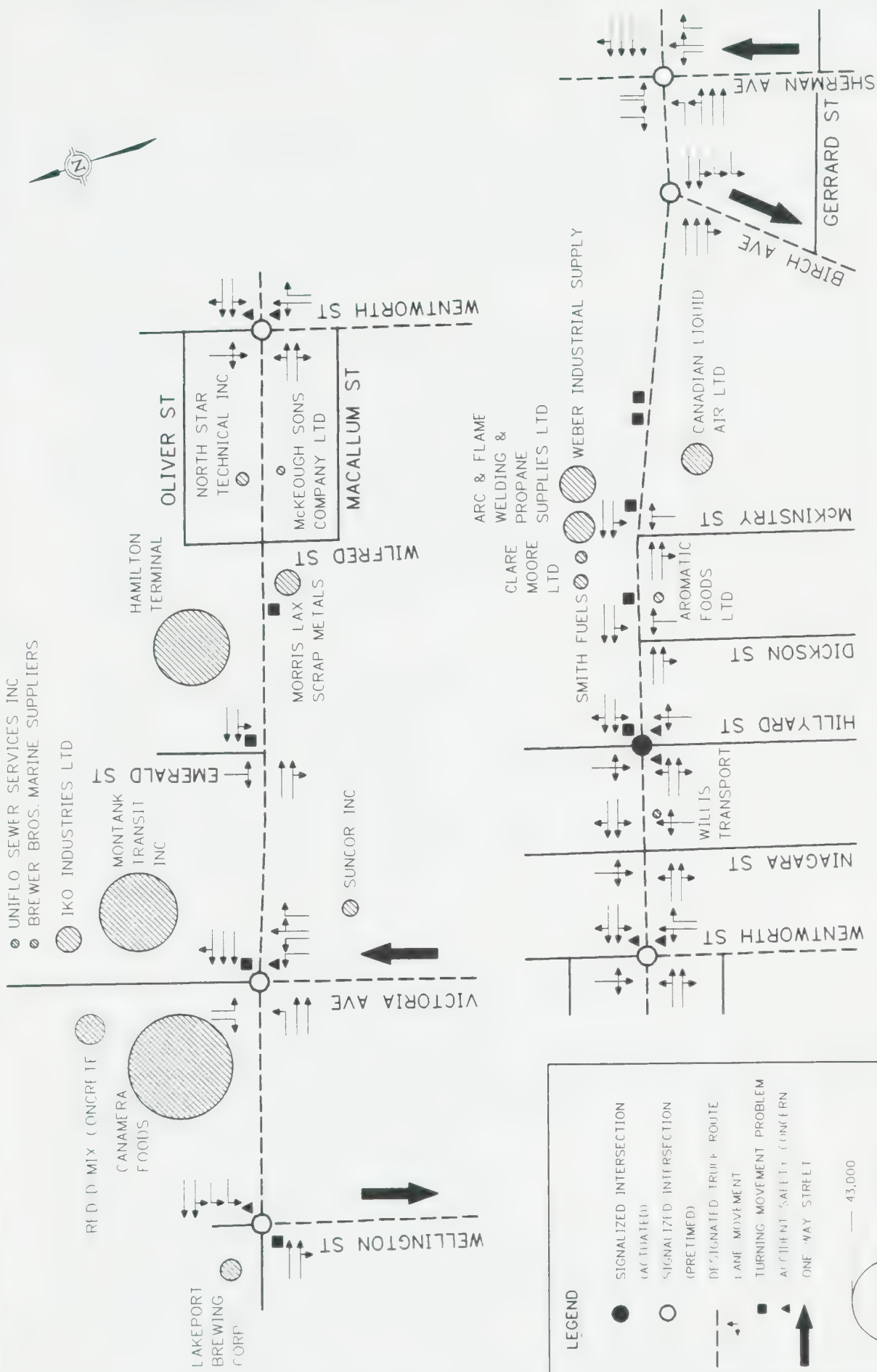
The Region identified the infiltration of traffic, particularly trucks, into the North End Neighbourhood as a potential issue. During the first round of public consultation, this issue was outlined in the brochures and handouts in an attempt to obtain insight from the community. In addition, the broader study area was enlarged so that the general brochure distribution would reach potential interested parties in the North End Neighbourhood.

Following the initial public contacts, by the notification of study commencement newspaper advertisement and the public information centre, traffic infiltration into the North End Neighbourhood was not identified as a public concern. Possible reasons may include:

- ▶ a relatively small number of people who responded to the initial public consultation activities
- ▶ the recognition that Perimeter Road will be eventually constructed as the future solution
- ▶ the recent implementation of traffic calming measures (the addition of stop signs) along Bay Street and James Street to slow down traffic has discouraged through traffic.

The Hamilton Harbour Commission (HHC) indicated that trucks destined for their property north of Burlington Street travel west of Wellington Street to Ferguson Avenue, which is in the North End Neighbourhood. This issue could not be verified and addressed without significant additional survey and analysis, which was beyond the scope of this study. It was determined appropriate by the Region to continue addressing this potential issue by developing and evaluating design alternatives for public review and comment for the second round of public consultation activities.

Exhibit 7 summarizes the existing traffic conditions graphically.



Existing Traffic Conditions

EXHIBIT 7

Class Environmental Assessment

BURLINGTON STREET

Wellington Street to Birch Avenue



HATCH

3.5.2 Future Transportation Conditions

Based on the review of the Region's and City's Official Plan and discussion with local planning staff, no significant changes in the study area's land use are anticipated except for the continued development of the Waterfront Park and some revitalization of economic activity on the Hamilton Harbour Commission lands.

This has been reflected in the updated Regional Planning and Development population and employment estimates in March 1992. These updated estimates were used by the Region's Travel Forecasting Section. In their latest forecast, documented in two technical memoranda, assessment of the traffic projections for two scenarios provided an overview of the Year 2001 and Mature State (regional population of 550,000) traffic conditions. For each scenario, different transportation networks were tested. The various networks included the base case, the existing network and committed projects (the east-west link of the Red Hill Creek Expressway), and other combinations of proposed projects (Perimeter Road and the north-south link of the Red Hill Creek Expressway). In all cases, Burlington Street was assumed to be two lanes in each direction.

In general, all the forecasts of the tested networks indicate that Burlington Street will be theoretically operating at capacity between Victoria Avenue and Birch Avenue for both the eastbound and westbound direction in the year 2001. Usually caution should be exercised when using individual link volumes from a regional model. However, given that Burlington Street is bounded by natural constraints such as the Harbour and the CNR mainline, the Burlington Street link volumes will have a higher degree of certainty. Based on these forecasts, the description of the existing traffic conditions will remain, and likely worsen for all scenarios.

3.5.3 Summary and Conclusions

From the overview of the existing and future transportation service conditions along the Burlington Street corridor, problems are and will continue to be experienced, which are not appropriate for a major arterial roadway. Although the roadway is theoretically operating at an acceptable level of service, the traffic flow restrictions and roadway geometrics have led to delays, safety concerns and driver frustration. In addition, the existing pavement condition is in an advanced stage of deterioration.

Other conclusions from the overview include:

- ▶ transit could only be a viable option if the longer distance trips to and from the industrial areas could be captured

- ▶ the spur lines across Burlington Street must be retained as they provide important rail movements to Hamilton Harbour Commission property
- ▶ improvements to Burlington Street would be consistent with City and Regional land use, economic development and transportation policies.

To address the identified transportation problems, a number of alternative planning solutions can be proposed when considering the existing conditions of the study area. Potential solutions include:

- ▶ minor road-based improvements
- ▶ major road-based improvements
- ▶ transit-based improvements
- ▶ alternative corridor improvements
- ▶ land use initiatives.

3.6 Problem Definition

Based on an overview of the study area's environment and the transportation service within the Burlington Street corridor, and with input from public consultation, a number of issues were confirmed and additional opportunities and concerns were identified. These issues and opportunities provide a project need and justification that have been grouped, in an environmental assessment context, into the following specific objectives for the study:

Service

- ▶ to improve the transportation service along Burlington Street
 - enhance the safety and efficiency of the roadway
 - better accommodate a mix of vehicular traffic with pedestrian traffic
 - better accommodate a mix of types of vehicular traffic on the roadway
 - enhance the safety and efficiency with which turning movements at intersections and entrances can be made
 - alleviate future capacity problems in the east-west direction
- ▶ to support the existing and future transportation network
 - enhance the connection to the QEW in the east
 - maintain flexibility for a future connection to Hwy 403 in the west (Perimeter Road)

- ▶ to improve the structural adequacy of the pavement
 - reduce maintenance costs
 - improve the safety and operating costs for vehicular traffic

Impacts

- ▶ to minimize disruption of the environment and the community
 - enhance the urban environment
- ▶ to maximize compatibility with existing committed and proposed land uses of the Region and the City
 - improve local and regional access to the Waterfront Park
 - support the Region's policies to attract and retain employment by improving transportation access to industrial areas
 - support the redevelopment plans for the western portion of the Hamilton Harbour Commission lands
- ▶ to maximize community acceptance of the undertaking

Cost

- ▶ to minimize all costs taking into consideration all of the other objectives

4.0 ALTERNATIVES AND EVALUATION

- 4.1 Planning Solution Alternatives**
- 4.2 Design Alternatives**

4.0 ALTERNATIVES AND EVALUATION

The purpose of this section is to provide clear and traceable documentation of the decision-making process that led to the selected design.

4.1 Planning Solution Alternatives

This section outlines and examines appropriate alternative planning solutions to the identified transportation problem (operational deficiencies) and the deteriorating pavement condition (structural inadequacy). Specifically, as outlined previously, the identified objectives of this project are:

- | | |
|----------------|---|
| Service | <ul style="list-style-type: none">• to provide an improved quality of transportation service (safety, capacity and efficiency) along Burlington Street• to support the existing and future transportation network of the Region• to improve the structural adequacy of the pavement |
| Impacts | <ul style="list-style-type: none">• to minimize disruption of the environment and the community• to maximize compatibility with existing committed and proposed land uses of the Region and the City• to maximize community acceptance of the undertaking |
| Cost | <ul style="list-style-type: none">• to minimize all costs taking into consideration all of the other objectives |

4.1.1 Alternative Solutions Considered

It is a requirement under the Class EA for Municipal Road Projects that the proponent assess alternative planning solutions. The definition of the alternative solutions outlines functionally different ways of addressing the objectives of the project and solving the identified problems.

The alternative planning solutions the study team identified are as follows:

- (1) **Do nothing** - no improvements to the roadway geometrics and transit system, assuming only continued roadway maintenance and minor signal adjustments
- (2) **Rehabilitate roadway** - paving of Burlington Street to improve the deteriorating pavement condition, maintaining its existing configuration, assuming only minor signal adjustments and geometric improvements

- (3) **Reconstruct roadway** - rebuild Burlington Street to eliminate the deteriorating pavement condition, maintaining its existing configuration, assuming only minor geometric and signal improvements
- (4) **Minor intersection improvements** - rebuild Burlington Street with adjustments to the signal timings and minor intersection improvements, such as the addition of right or left turn lanes
- (5) **Transit improvements** - rebuild Burlington Street with improved bus service in an attempt to attain a higher transit modal split, and reduce the traffic volumes along Burlington Street
- (6) **Road widening along Barton Street** - rebuild and widen Barton Street, the next adjacent arterial, in an attempt to change the travel characteristics and reduce the traffic volumes along Burlington Street
- (7) **Road widening along Burlington Street** - rebuild and widen Burlington Street to include a centre two-way left turn lane, including geometric and signal improvements, to reduce the traffic flow restrictions
- (8) **Land use initiatives** - change the residential area to an industrial use only to address the problems associated with the mixed land uses

4.1.2 Evaluation of Alternative Solutions

The evaluation of the planning solutions ("alternatives to") employed the use of factors and indicators representing the broad definition of the environment (transportation, technical, natural environment, socio-economic environment, cost) to the appropriate level of detail for this decision point.

The purpose of this evaluation was to compare the wide range of alternative planning solutions with respect to the objectives of this project through the use of factors. This evaluation involved a qualitative assessment of the net effects associated with each alternative planning solution. The factors and indicators were selected based on having a significance or difference in the comparative evaluation between the planning solutions. For instance, given the nature of the study area, no factors and indicators were identified for the natural environment and archaeological/heritage resources. In addition, factors and indicators were refined with inputs received from the public and the review agencies.

The factors and indicators used in this evaluation, and their definition and rationale are listed in Table 4.1.2-1. These factors are grouped into the three key areas to address the goals of an environmental assessment; to maximize **service**, to minimize **impacts** and to minimize **costs**.

TABLE 4.1.2-1: Factors Used for Evaluation of Planning Solutions

Factor Grouping/ Factor	Indicators	Definition	Rationale
<u>SERVICE</u>			
Operations	Extent and significance of change to capacity and flow	Subjective identification of the affect on the flow and capacity of the roadway due to geometrics and constraints.	The transportation system is an important element in the urban structure and traffic operations should be maximized.
Safety	Change in traffic operations that affect potential conflicts Change in access to entrances that affect potential conflicts	Subjective measure of the affect on traffic operations on safety. Subjective measure of affect of access to and from entrances on safety.	Safety to both the public and travelling public should be maximized.
Accessibility	Change to local access to and from residences and businesses	Qualitative measure of the opportunities to improve access to driveways, entrances and lanes to residences and businesses.	Access to residences and businesses should be maintained and improved.
Network Compatibility	Ability to support existing and the planned regional transportation network	Subjective assessment of providing continuity along Burlington Street (six lanes to the east) connecting to the QEW, in supporting the existing arterial functions and in maintaining flexibility for the planned network (Perimeter Road).	Need to support the existing and planned regional transportation network as an important element of the urban structure.
Pavement Condition	Change in the structural integrity of the pavement	Statement of the pavement condition.	Pavement structure in good condition presents reduced maintenance costs, lower vehicle operating costs, improves the safety of the roadway and presents improved aesthetics.
<u>IMPACTS</u>			
Displacement of Residences	Residences and people displaced	Qualitative assessment on residential dwellings and people displaced.	Displacement of housing would result in the displacement of households. Displaced households may encounter difficulty in attaining replacement which could negatively impact the social base, the community and economic trade areas for specific uses.

TABLE 4.1.2-1: Factors Used for Evaluation of Planning Solutions (cont'd)

Factor Grouping/ Factor	Indicators	Definition	Rationale
Displacement of Businesses	Offices, commercial and industrial uses and employment displaced	Subjective assessment on offices, retail and service businesses and industrial uses and employment displaced.	Retail and service commercial uses are an integral part of communities, providing access to needed goods and services, jobs and opportunities for social contact. All business development is recognized as being important to the economic base of the Region. Such uses are a significant component to the overall economic base in an area, providing employment.
Disruption to the Community (day-to-day use and enjoyment of property for residents)	Noise Traffic infiltration	Subjective statement of the significance of noise effects on people's day-to-day activities is measured by the change in noise levels. Qualitative assessment of increased traffic levels affect on adjacent residences.	The daily activities of existing residents in the vicinity of the roadway and their use and enjoyment of property may be disrupted due to nuisance effects and pollution. Disruption of activities and use and enjoyment of property could also lead to dissatisfaction within the community.
Land Use Compatibility	Compatibility with planned land uses	Qualitative assessment of the context to which planned land uses are achieved.	Key element to the development of Official Plans and the urban structure.
Aesthetics	Visual impact	Subjective identification if opportunities are presented.	Opportunities to enhance the visual impact should be supported.
<u>COST</u>			
Capital	Cost of construction	Subjective statement of the capital investment.	Capital costs should be minimized.
Maintenance	Cost to maintain the roadway at acceptable levels	Subjective statement of the annual maintenance costs.	Maintenance costs should be minimized.
Property	Cost to acquire property as required	Subjective statement of the cost to acquire property requirements.	Property costs should be minimized.
Decommissioning	Potential for property requiring decommissioning or high mitigation costs	Qualitative statement of the potential cost given the history of the required property.	Areas with potential for decommissioning and/or high mitigation costs should be avoided.

The evaluation of each planning solution, its implications for the environment, and discussion of its advantages and disadvantages is summarized on the following pages.

1. Do Nothing

The advantages of this alternative are that no new direct impact to the environment would occur with only minimal additional costs.

However, with no improvements, the poor traffic flow conditions, the increasing maintenance costs to maintain the roadway at acceptable levels, and the safety concerns would only continue.

Considering that the transportation service deficiencies are not solved, and that the Regional and City economic and transportation long term objectives are not supported, this alternative was excluded from further consideration.

2. Rehabilitate Roadway

This alternative would present relatively minimal construction costs and again no new direct impact to the environment.

The reduction in roadway maintenance costs and vehicle operating costs in the short term, however, does not provide a satisfactory trade-off with the continued traffic operation and safety concerns, and a similar poor pavement condition reoccurring in the near future. In addition, this planning solution does not support any Regional and City economic or transportation objectives.

As a result, this alternative was unacceptable for further study as the majority of the project objectives were not addressed.

3. Reconstruct Roadway

The reconstruction of Burlington Street to basically the existing geometrics presents the expected incremental increase in capital costs, but significantly reduces the operating (roadway maintenance and vehicle operation) costs and presents no new direct long term impact to the environment.

However, the traffic flow and safety deficiencies associated with the existing geometrics would continue. In addition, this solution does not support the Regional and City economic or transportation objectives in the longer term, affecting adversely both the community and businesses.

Since this planning solution does not meet most of the project objectives, the solution was not considered further.

4. Minor Intersection Improvements

From the transportation analysis, the traffic flow and safety concerns were not limited to the intersections, but were also associated with the close proximity of the intersections, the numerous access points and the high volume of local truck traffic. Therefore, the intersection improvements and signal timing modifications do not adequately address the deficiencies along Burlington Street. This solution presents moderate capital and property costs and relatively minor impacts of displacement and disruption to the community and businesses, but does not fully support the long term economic and transportation objectives of both the Region and the City.

Therefore, this planning solution does not meet fully all the stated project objectives and was not recommended for further consideration.

5. Transit Improvements

The review of traffic/transit volumes, screenlines in the lower part of the City and the consideration of the local traffic characteristics (high percentage of truck traffic, high single occupancy) indicate that transit improvements would unlikely provide a major shift in the modal split along Burlington Street corridor. Therefore, a significant reduction in traffic volume to alleviate the traffic operation deficiencies and safety concerns would not be anticipated.

As a result, this planning solution was unacceptable for further consideration as the major project objectives were not addressed.

6. Road Widening - Barton Street

The implementation of this planning solution offers no significant advantages but presents significantly high capital and property costs with severe social environment displacement and disruption impacts. In addition, considering the existing land uses and travel patterns, the road widening of an adjacent corridor does not enhance, but potentially diverts, appropriate land uses from Burlington Street, and will unlikely relieve the traffic volumes sufficiently to improve the traffic deficiencies along Burlington Street.

Combined with the above, Burlington Street would still need reconstruction. Also, the solution is not compatible with both the Region's and the City's economic, land use and transportation policy objectives. This planning solution was therefore considered unacceptable and excluded from further study.

7. Road Widening - Burlington Street

The reconstruction and widening of Burlington Street addresses the stated transportation deficiencies by improving the safety, traffic flow and accessibility along the corridor. The addition of a median two-way left turn lane will provide network continuity and compatibility with Burlington Street to the east, and with the future Perimeter Road to the west. This improvement to Burlington Street and the transportation network will enhance the attractiveness for new development or redevelopment in the Bayfront area.

The solution presents relatively significant capital and property costs, potential for decommissioning costs for contaminated sites, displacement and disruption impacts and increased, but mitigatable, noise levels. However, when considering the significant short and long term benefits, these trade-offs were deemed appropriate.

This planning solution was therefore selected for further consideration as the preferred alternative for detailed examination.

8. Land Use Initiatives

This planning solution addresses the original intent of the City's Residential Enclaves Program, which was to convert the residential area to industrial uses based on the relative suitability and viability as a living area. Due to financial considerations this program was discontinued. If implemented however, it would support the Region's and City's land use planning policies, provide attractive industrial development potential and resolve the transportation deficiencies by removing the mixed land uses and numerous access points.

The significant high costs to the Region and the major displacement and disruption impacts, however, prohibit this planning solution from implementation in the short term. As a result, the planning solution was not carried forward for detailed evaluation.

A summary of the evaluation of each of the planning solutions against service, impact and cost factors is presented in Table 4.1.2-2. Evaluation of each of the planning solutions against the project objectives is summarized in Table 4.1.2-3.

TABLE 4.1.2-2: Evaluation Summary of Planning Solutions

Factor Grouping/ Factor	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
SERVICE Operations	No Improvement	No Improvement	No Improvement	Minor Improvement at Intersections	No Improvement	No significant Improvement along Burlington Street	Significant Improvement of traffic operations along Burlington Street	Improvements to traffic operations
Safety	No Improvement	No Improvement	No Improvement	Improves safety at Intersections. Does not improve safety concerns associated with accesses and turning movements	No significant Improvement	No Improvement	Improves safety due to better accessibility and traffic flow	Improvement by removing local traffic and residential accesses
Accessibility	No Improvement	No Improvement	No Improvement	No significant Improvement	No Improvement	No Improvement	Significant Improvement	Improvement by removing local accesses
Network Compatibility	No change	No change	No change	Enhances existing local arterial functions	No change	Not compatible with existing and planned transportation network	Provides continuity with Burlington Street to the east. Enhances connection to the QEW. Supports existing local arterial functions and future transportation network	No change
Pavement Condition	Not acceptable	Fair	Good	Good	Good	Not acceptable	Good	Not acceptable
IMPACT Displacement of Residences	None	None	None	A few full property takings	None	Significant number of full property takings	A number of full property takings	Significant land assembly required

TABLE 4.1.2-2: Evaluation Summary of Planning Solutions (cont'd)

Factor Grouping/ Factor	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
Displacement of Businesses	None	None	None	None	None	A few full and partial property takings	A couple of full and a few partial property takings	A large number of full property takings
Disruptions to the Community	To become worse in the long term	To become worse in the long term	To become worse in the long term	To become worse in the long term	To become worse in the long term	Major disruption along Barton Street.	Short term inconvenience due to construction. Some dislocation of the community however quality of life to improve in general	Major dislocation of the community
Land Use Compatibility	No change	No change	No change	No change	No change	Not compatible with adjacent and proposed land uses along Barton Street	Enhances planned land uses. Some dislocation of the community however quality of life to improve in general	Supports planned land uses
Aesthetics	No potential for improvement	Potential for minor improvement	Potential for minor improvement	Potential for minor improvement	No potential for improvement	No potential for improvement	Potential for improvement	Potential for improvement
COST								
Capital	None	Low	Medium	Medium	Medium	Very High	High	High
Maintenance	High	Medium	Low	Low	Low	High	Low	High
Property	None	None	None	Minor property requirements	None	Significant property requirements	Major property requirements	Significant land assembly required
Decommissioning	None	Low potential	Low potential	Low potential	Low potential	Low potential	High potential	Land assembly with high potential

TABLE 4.1.2-2: Evaluation Summary of Planning Solutions (cont'd)

Factor Grouping/ Factor	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
<u>SUMMARY</u>	Maintains the existing pavement conditions which is not acceptable due to the deteriorating condition of the roadway and high maintenance costs. Maintains the existing layout and therefore does not improve traffic operations.	Temporarily improves the deteriorating pavement conditions. Maintains the existing layout and therefore does not improve traffic operations.	Improves the pavement condition. Maintains the existing layout, therefore does not improve traffic operations.	Improves the pavement condition. Improves traffic operations, marginally at intersections.	Improves the pavement condition. Maintains the existing layout without significantly reducing capacity and therefore does not improve traffic conditions.	Maintains the existing pavement conditions along Burlington Street which is not acceptable. Maintains the existing layout without significantly reducing capacity, therefore does not improve traffic conditions along Burlington Street.	Improves both the pavement condition and traffic operations along Burlington Street.	Improves traffic operations, but maintains existing pavement conditions which is not acceptable.

TABLE 4.1.2-3: Evaluation of Planning Solutions Against Project Objectives

Objectives	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
<u>SERVICE</u> To provide an improved quality of transportation service along Burlington Street	Does not meet the objective	Does not enhance the objective	Does not enhance the objective	Marginally enhances the objective by improving the traffic operations along Burlington Street	Does not meet the objective	Does not meet the objective	Fully meets the objective by improving the traffic operations along Burlington Street	Potentially meets the objective
To support the existing and future transportation network of the Region	Does not enhance the objective	Does not enhance the objective	Does not enhance the objective	Partially meets the objective by supporting the local arterial roads	Does not meet the objective	Does not meet the objective	Fully meets the objective. Provides continuity with Burlington Street to the east and maintains flexibility for the planned transportation network (Perimeter Road)	Potentially enhances the objective
To improve the structural adequacy of the pavement	Does not meet the objective	Does not effectively meet the objective	Fully meets the objective	Fully meets the objective	Fully meets the objective	Does not meet the objective	Fully meets the objective	Does not meet the objective
<u>IMPACTS</u> To minimize disruption of the environment and the community	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration along Burlington St. Major disruption along Barton St.	Short term disruption during construction. Some displacement of residences but overall quality of life to improve	Major displacement of the community

TABLE 4.1.2-3: Evaluation of Planning Solutions Against Project Objectives (cont'd)

Objectives	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
To maximize compatibility with existing committed and proposed land uses of the Region and City	This solution is not supportive of proposed land uses	This solution is not supportive of proposed land uses	This solution is not supportive of proposed land uses	This solution is not supportive of proposed land uses	This solution is not supportive of proposed land uses	This solution is not compatible with both existing committed and proposed land uses	This solution is supportive of proposed land use	Fully meets the objective of the proposed land use
<u>COST</u> To minimize all costs	Meets the capital cost objective but not maintenance cost objectives	Meets the capital cost objective but marginally addresses the maintenance cost objectives	Medium capital cost investment but minimizes maintenance costs	Medium capital cost investment but minimizes maintenance costs	Medium capital cost investment but minimizes maintenance costs	High capital and very high property cost investment and does not reduce maintenance costs along Burlington Street	High capital and property cost investment but minimizes maintenance cost. Potential decommissioning or mitigation costs	Significant property cost investment. Potentially very high decommissioning costs
<u>SUMMARY</u>	Does not meet the majority of the objectives	Does not meet the majority of the objectives	Does not meet the majority of the objectives	Does not meet the majority of the objectives	Does not meet the majority of the objectives	Does not meet the majority of the objectives	The solution meets or supports all of the objectives. Does not meet the majority of the objectives	Does not meet the majority of the objectives

4.1.3 *Selected Planning Solution*

The widening of Burlington Street was selected as the preferred planning solution for detailed evaluation. It optimizes the objectives of the project, which were specifically:

- ▶ to improve the quality of transportation service along Burlington Street
- ▶ to support the role of Burlington Street as an important component of the existing and future transportation network of the Region
- ▶ to support the adjacent land uses, both residential and industrial, in the short and long term
- ▶ to improve the structural adequacy of the pavement for an appropriate design lifespan
- ▶ to minimize the net environmental impact along Burlington Street and the surrounding area.

4.2 *Design Alternatives*

With the identification of the preferred planning solution, the widening of Burlington Street to five lanes, this section describes the development and evaluation of design alternatives.

4.2.1 *Design Criteria*

Prior to the development of alternatives, appropriate design criteria were established which are summarized in Table 4.2.1-1.

The various design alternatives were also developed based on the following:

- ▶ apply the design criteria for a five-lane roadway with an urban cross-section
- ▶ provide additional turn lanes at intersections as required
- ▶ accommodate engineering constraints such as rail crossing and utilities
- ▶ maintain all existing entrances and sideroads.

Table 4.2.1-1: Design Criteria for Burlington Street Widening

Design Criteria	Present Conditions	Proposed Design Standards
Road Classification	UAU 80	UAU 80
Design Speed (km/h)	80	80
Posted Speed (km/h)	60	60
Minimum Stopping Sight Distance (m)	-	135
Minimum Crest Vertical Curve (K)	25	35
Minimum Sag Vertical Curve (K)	25	30
Maximum Grade (%)	3.1	5.0
Minimum Grade (%)	0.5	0.3
Minimum Radius (m)	-	430 (normal crown)
Pavement Width (m/lane)	3.75	3.5
Turning Lane Width (m)	-	5.0
Sidewalk (m)	1.0 - 1.5	1.5 both sides
Boulevard (m)	-	2.0 (residential areas) 1.0 - 2.0 (industrial areas)
Illumination	Yes	Yes

4.2.2 Design Alternatives Considered

Given that the Burlington Street corridor is a mature urban roadway, with fixed underground utilities, established sideroads/accesses and landscaped frontages, the opportunity to identify vertical gradient alternatives were minor and limited. Therefore, the developed design alternatives were associated only with the horizontal plan.

To evaluate the combination of possible design alternatives to resolve the identified transportation issues, the Burlington Street corridor was divided into the following two segments:

- From Victoria Avenue to Birch Avenue, where the proposed undertaking is to widen Burlington Street to provide for a five-lane cross-section.

- From Wellington Street to Victoria Avenue, where the roadway will be reconstructed to maintain its existing five-lane configuration.

The design alternatives for each segment were compatible with each other. The following describes the design alternatives that were developed and considered.

Burlington Street - Victoria Avenue to Birch Avenue Alternatives

Alternative A

To provide the five lane cross-section, this alternative maintains the existing centreline, and widens the existing roadway by 2.5 m on both sides, between east of Victoria Avenue to west of Birch Avenue. Property would be required along both sides of Burlington Street. As a result, there was opportunity to reconstruct the sidewalk with a boulevard on each side. Overhead utilities would have to be relocated along both sides of the roadway.

Alternative B

This alternative would maintain the north curb line and provide the 5.0 m widening entirely on the south side to facilitate the five lane cross-section. Property requirements and utility relocations would be limited to the south side. The sidewalk along the north side would be reconstructed in its present location, while the south side provide an opportunity to introduce a boulevard along with the new sidewalk.

Alternative C

This alternative is similar in concept to Alternative B, except that the south curb line is maintained, and the 5.0 m widening, and the associated property requirements and utility relocations are to the north side of the roadway.

Considering the property constraints in the vicinity of Wilfred Street specifically, an established business located at the northeast corner and potential soil contamination issues at the southwest corner, and the minimal number of turning movements to and from Wilfred Street with possible alternative routes to Wilfred Street, two other design alternatives were developed.

Alternative D

This alternative is similar to Alternative C, except that west of Wentworth Street the proposed five-lane roadway tapers to the existing four lane cross-section east of Wilfred Street. The existing taper from the four lane cross-section to the five lane roadway west of Wilfred Street

would be reconstructed to its existing configuration. This horizontal plan would eliminate any property requirements in the vicinity of Wilfred Street. Design features would be similar to Alternative C, except for the introduction of a continuous raised median extending from the Wentworth Street intersection westerly to Emerald Street. This raised median would limit turning movements in this section to right-ins and right-outs.

Alternative E

The alternative is a combination of Alternatives B and D, by widening to the south and providing a taper from the five lane cross-section west of Wentworth Street to the existing four-lane roadway east of Wilfred Street. The existing taper to five lanes west of Wilfred Street would be reconstructed to its existing configuration. A continuous raised median extending from Wentworth Street to Emerald Street would be introduced, limiting the turning movements to right-ins and right-outs.

Exhibit 8 illustrates the typical cross-sections associated with each roadway design alternative. The horizontal plan of the alternatives between Emerald Street and Wentworth Street are illustrated in Exhibits 9, 10 and 11.

Burlington/Wellington Intersection Alternatives

Wellington Street is a three lane and one-way roadway, south of Burlington Street, and designated as a truck route. The predominant movements are southbound left turns, as indicated by the provision of a double left turn lane.

The Region requested that alternatives be examined, with public input, at this intersection that would discourage through traffic along Burlington Street into the North End Neighbourhood. This issue had previously been raised by the public, and had been identified as an objective of past studies associated with Perimeter Road.

The developed design alternatives ranged from minor intersection improvements to major reconstruction and are described below.

Alternative X

This alternative includes only minor intersection improvements consisting of an increased turning radii at the southeast corner, pavement markings through the intersection outlining the turning movement, and a review of the signal timing during the detail design stage. A

small parcel of property, presently owned by the Region, would be required for the roadway right-of-way to provide for the radii improvements.

Alternative Y

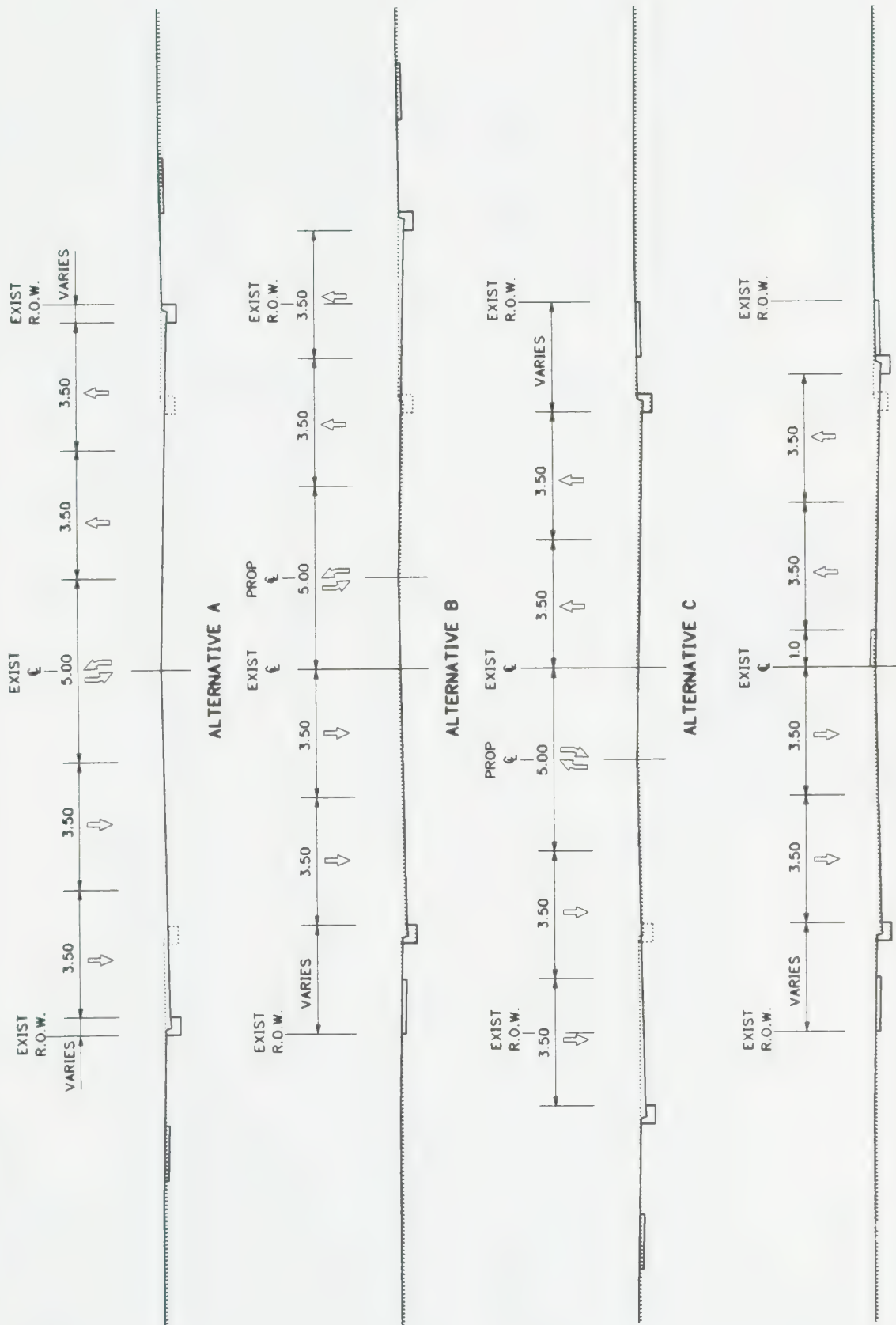
This alternative reconfigures the intersection and changes the left turning movements from Burlington Street to Wellington Street into direct through movements. As a result, Burlington Street to the west would be connected by a tee intersection, east of the existing intersection.

To minimize the required property to the Region-owned corner lot, a tight roadway curvature was used, necessitating a superelevated roadway (6%) and a reduced design speed (60 kph). The existing westerly rail spur line would have to be removed. The tee intersection would be provided with signals to facilitate the Burlington Street eastbound movements, and include channelization for southbound movements from Burlington Street west of Wellington Street. A sideroad connecting to Burlington Street west of the relocated intersection would be included to provide access for residences presently fronting Wellington Street.

Alternative Z

This alternative is similar in concept to Alternative Y, except a larger roadway curvature has been used to maintain the proposed design speed. As a result, additional property would be required, and the existing westerly rail spur line would be removed. Intersection features, as outlined for Alternative Y, would be incorporated.

The horizontal plans of the Burlington/Wellington intersection alternatives are shown in Exhibit 11.



LEGEND

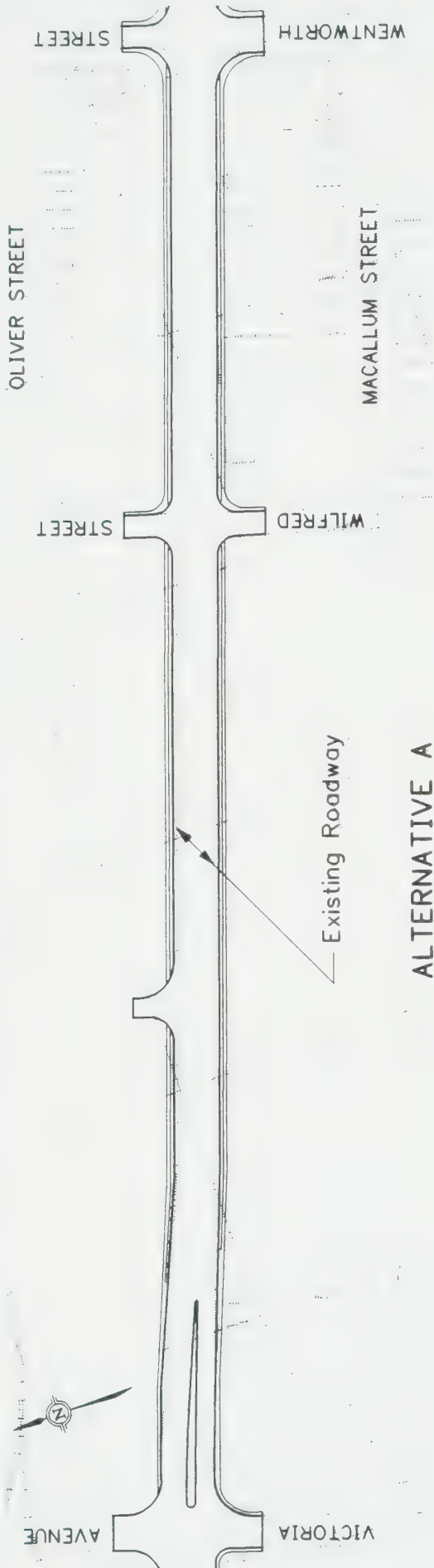
EXISTING
GROUND



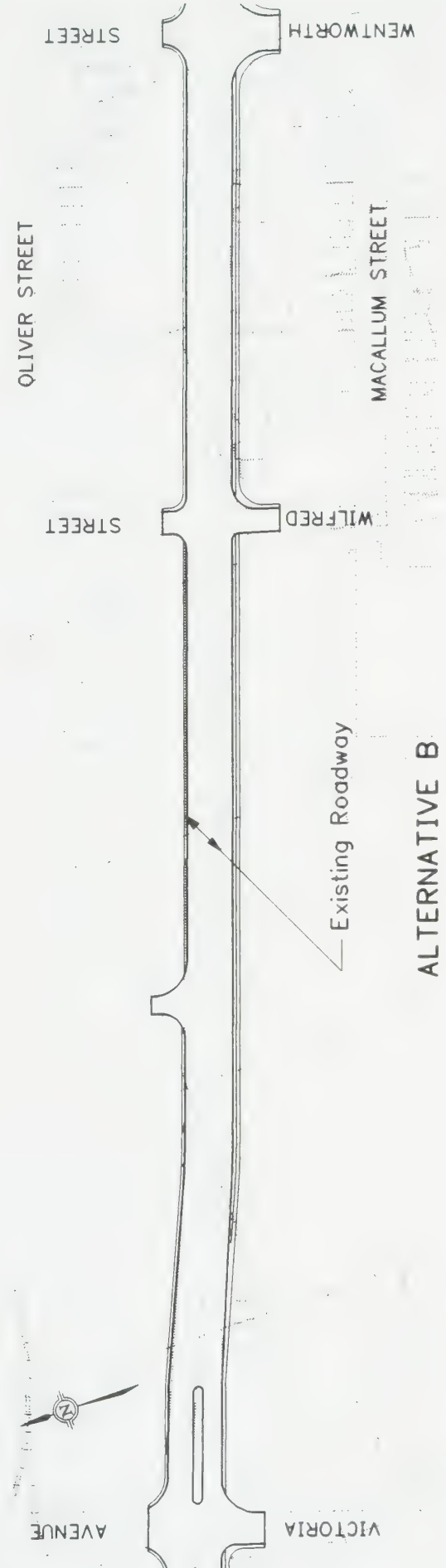
Class Environmental Assessment
BURLINGTON STREET
Wellington Street to Birch Avenue

Typical Cross-Sections

EXHIBIT 8

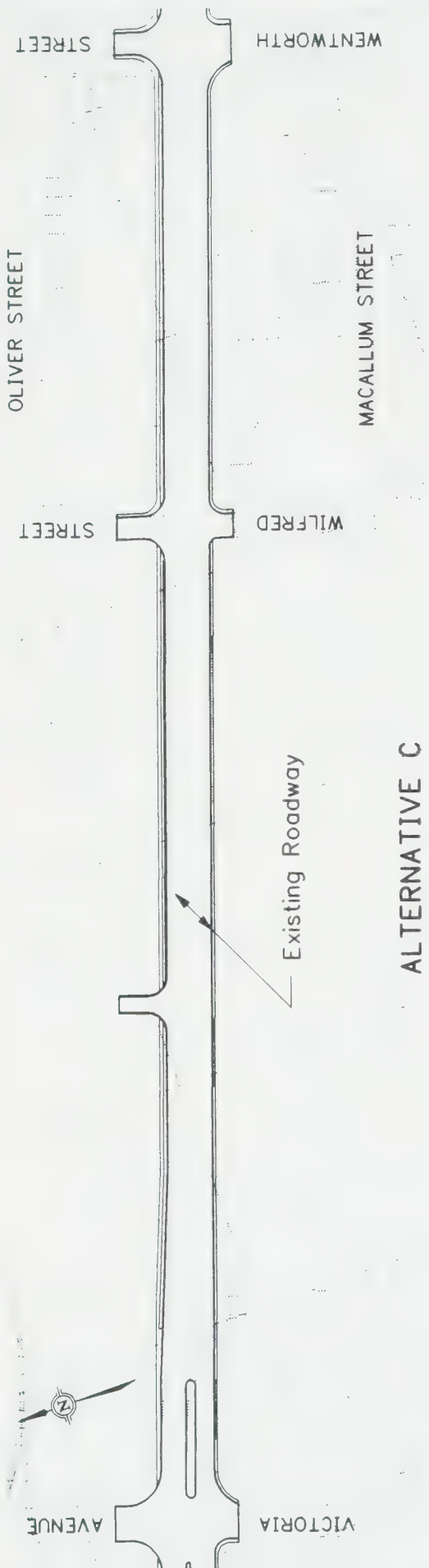


ALTERNATIVE A

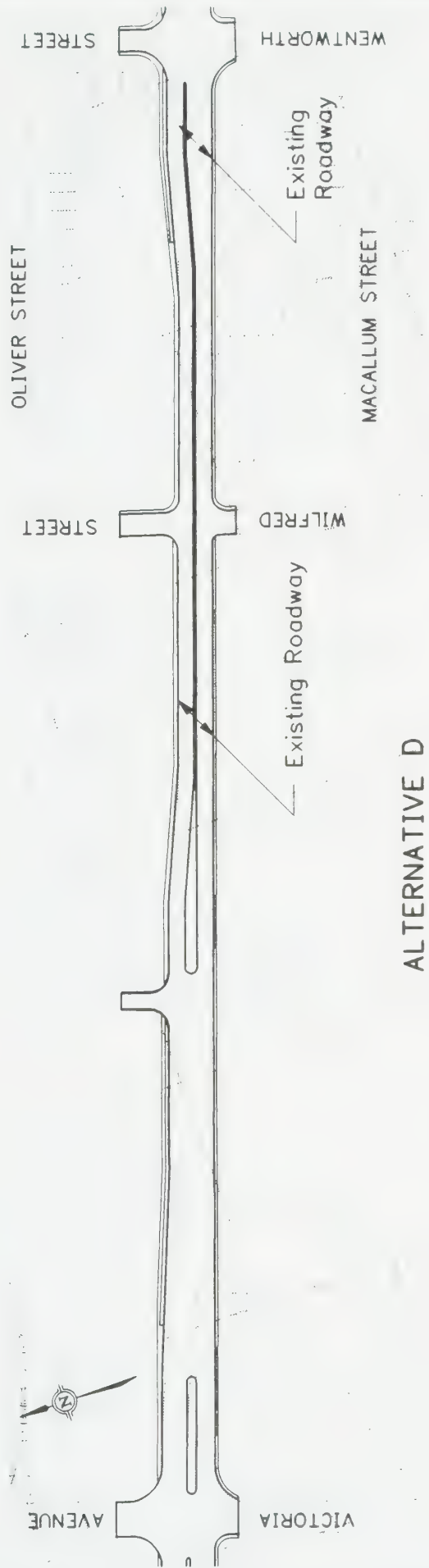


ALTERNATIVE B

	Class Environmental Assessment BURLINGTON STREET Wellington Street to Birch Avenue	Horizontal Plan Design Alternatives A and B
	EXHIBIT 9	



ALTERNATIVE C



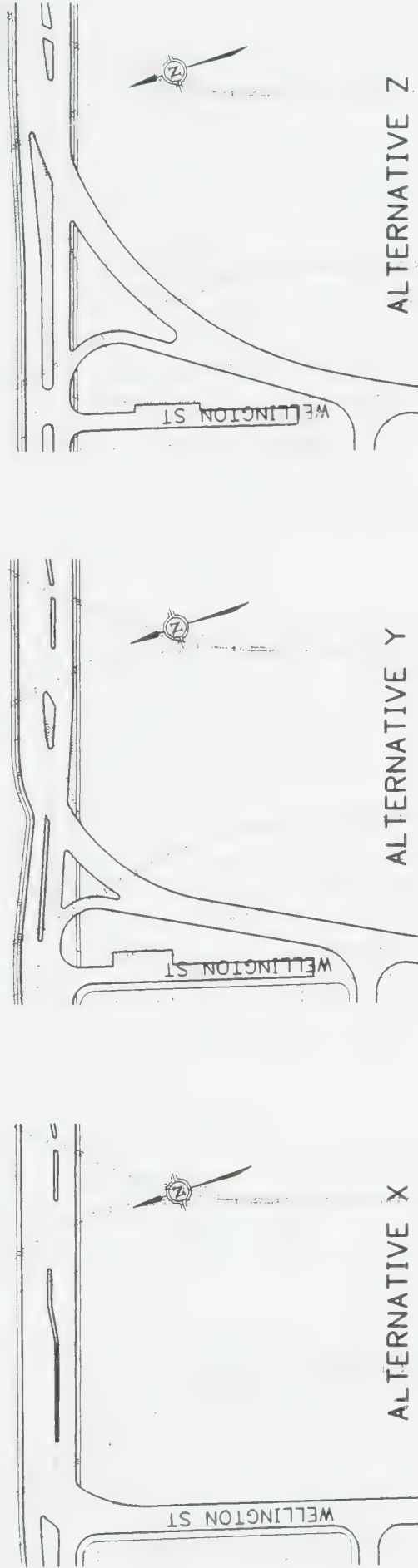
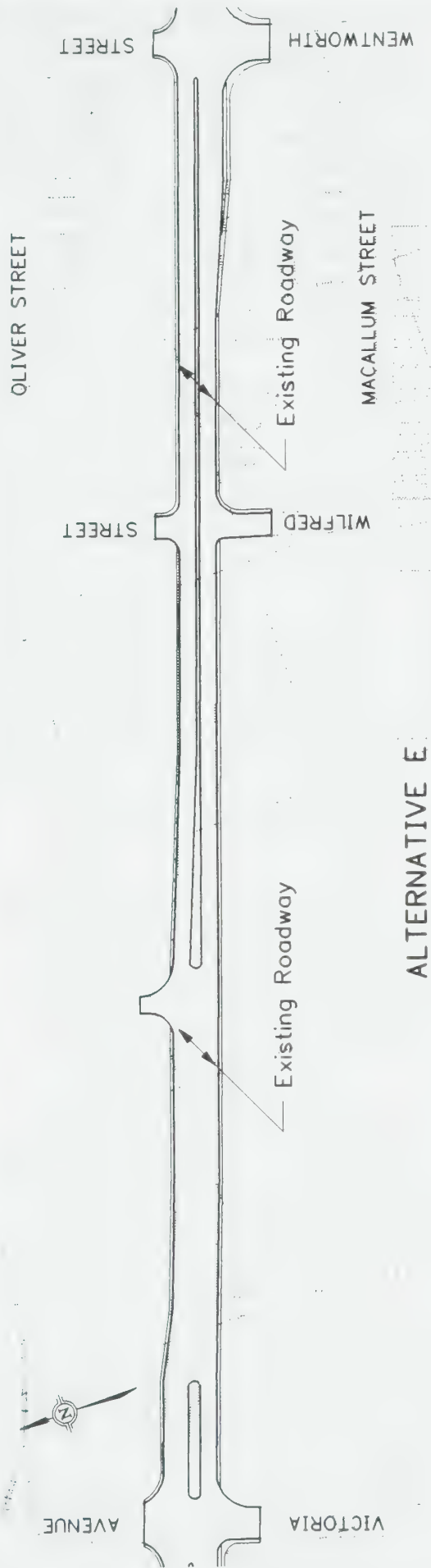
ALTERNATIVE D



Class Environmental Assessment
BURLINGTON STREET
 Wellington Street to Birch Avenue

Horizontal Plan
 Design Alternatives C and D

EXHIBIT 10



Class Environmental Assessment
BURLINGTON STREET
 Wellington Street to Birch Avenue



Horizontal Plan
 Design Alternatives E, X, Y and Z

EXHIBIT 11

4.2.3 Evaluation of the Design Alternatives

The evaluation of the design alternatives ("alternative methods") again employed the use of factors and indicators, but to a greater level of detail. The factors and indicators reflect the objectives of this project and represent the broad definition of the environment (transportation, technical, natural environment, socio-economic environment, cost).

This evaluation involved both a qualitative and quantitative assessment of net effects, considering both the potential positive and negative impacts of each design alternative. A comparative evaluation of the advantages and disadvantages was undertaken to determine the preferred design alternative for improvements along Burlington Street. Trade-offs between the goals and objectives of the project are inherent in this process, and considered the input from the Region, the public and external agencies.

The factors and indicators were selected based on having a significance or difference in the comparative evaluation of the design alternatives and on the understanding of the existing conditions, the proposed future land uses and the transportation needs. For example, no factors and indicators were identified for the natural environment and archaeological/heritage resources. The list of factors and indicators were also refined after the first round of public consultation activities to include visual impact and the effect on pedestrian movement.

Data were collected to obtain the information required for each indicator being considered and for each design alternative. Net effect analysis, considering the potential for mitigation, was then undertaken, for each alternative and indicator. The methodologies used to analyze the impacts were specific for each indicator. Generally, data had to be interpreted, assumptions made and relative conclusions made about the magnitude of impact for each indicator of each alternative.

The evaluation of the design alternatives was divided into two distinct segments to address the combinations of design alternatives associated with the widening of Burlington Street, and the improvements associated with the Burlington Street and Wellington Street intersection. All the design alternatives were compatible with each other and employed the same evaluation methodology.

The factors and indicators used in this evaluation, and their definition and rationale are listed in Table 4.2.3-1. These factors are grouped into the goals of this environmental assessment; to maximize transportation **service**, to minimize **impacts** and to minimize **costs**.

TABLE 4.2.3-1: Factors Used for Evaluation of Design Alternatives

Factor Grouping/ Factor	Indicators	Definition	Rationale
<u>SERVICE</u>			
Traffic operations	Effect on the traffic capacity/flow	Subjective Identification of the affect on the flow and capacity of the roadway due to geometrics and constraints.	The transportation system is an important element in the urban structure.
Safety	Impact on safety	Subjective measure of the traffic operations on safety. Subjective measure of affect of access to and from entrances on safety.	Safety to both the public and travelling public should be maximized.
Network compatibility	Ability to support existing and the planned regional transportation network	Subjective assessment of providing continuity along Burlington Street (six lanes to the east) connecting to the QEW, in supporting the existing arterial functions and in maintaining flexibility for the planned network (Perimeter Road).	Need to support the existing and planned regional transportation network as an important element of the urban structure.
Disruption of road system	Number of driveways with access closed	Quantitative extent of driveways to be closed due to the alternatives.	The closing of access to driveways should be minimized as it will affect residents and businesses.
	Impact on service of signalized and unsignalized intersections	Quantitative evaluation of impact on intersection capacity due to the alternative.	Adverse impacts to intersection capacity should be minimized.
Displacement or disruption of rail spur line services	Number of rail spur lines displaced or disrupted	Quantitative extent of displacement or disruption of rail spur line services.	The rail spur lines to the Hamilton Harbour Commission property support their businesses and the economic base of the Region.
<u>IMPACTS</u>			
Displacement of housing	Number and type of housing units displaced	Quantitative assessment on residential dwellings and people displaced.	Displacement of housing would result in the displacement of households. Displaced households may encounter difficulty in attaining replacement which could negatively impact the social base, the community and economic trade areas for specific uses.
Displacement of businesses areas and uses	Number and type of retail and service commercial uses displaced	Quantitative assessment on offices, retail and service businesses and employment displaced.	Retail and service commercial uses are an integral part of communities providing access to needed goods and services, jobs and opportunities for social contact.

TABLE 4.2.3-1: Factors Used for Evaluation of Design Alternatives (cont'd)

Factor Grouping/ Factor	Indicators	Definition	Rationale
Displacement or disruption of industrial uses	Number and type of industrial uses displaced or disrupted	Quantitative assessment on industrial property displaced (full takings) or disrupted (partial takings).	All business development is recognized as being important to the economic base of the Region. Such uses are a significant component to the overall economic base in an area, providing employment.
Disruption of day-to-day use and enjoyment of property for residents during operation	Number of residents who will experience an increase in $L_{eq,24h}$ above 55 dBA or predicted future ambient $L_{eq,24h}$, whichever is greater	Quantitative statement of the significance of noise effects on people's day-to-day activities is measured by the change in noise levels.	The daily activities of existing residents in the vicinity of the roadway and their use and enjoyment of property may be disrupted due to nuisance effects and pollution.
	Effect on pedestrian movement	Subjective statement of the effect and public perception on pedestrian movement considering safety level of pedestrian cross-movements, where primary access routes to school are disrupted and the number of paths severed.	The facility can sever patterns or present a physical and psychological barrier that may affect the interaction within the community. This may lead to a disruption of recreational patterns and community cohesion.
	Visual Impact	Subjective measure of sensitivity of viewer to the disruption of view considering the distance to the facility, orientation to facility, facility features, etc.	The facility may disrupt their day-to-day enjoyment for people living, working or visiting the community as a result of changes in views.
<u>COST</u>			
Construction Cost	Estimated total cost of constructing the alternative	Quantitative statement of the capital investment.	Capital costs should be minimized.
Property Cost	Cost of residential units to be acquired	Quantitative statement of the cost to acquire property requirements.	Property costs should be minimized.
	Cost of industrial property (full or partial) to be acquired	Quantitative statement of the cost to acquire property requirements.	Property costs should be minimized.
	Cost of commercial units to be acquired	Quantitative statement of the cost to acquire property requirements.	Property costs should be minimized.
	Potential for property requiring decommissioning or mitigation costs	Qualitative statement of the potential cost given the history of the required property.	Areas with potential for decommissioning and/or high mitigation costs should be avoided.

The evaluation of each design alternative was based on the net effect analysis summary found in Tables 4.2.3-2 and 4.2.3-3. Summary of the advantages and disadvantages for each alternative against service, impact and cost factors is discussed on the following pages.

Burlington Street - Victoria Avenue to Birch Avenue Alternatives

Alternatives A, B and C were comparatively equal in improving the transportation service along Burlington Street, with Alternatives D and E rated lower due to:

- ▶ reduced capacity at both the Wilfred Street and Wentworth Street intersection as a result of the continuous raised median between Emerald Street and Wentworth Street
- ▶ inconsistent roadway cross-section along the Burlington Street corridor
- ▶ does not fully protect for the planned regional transportation network (Perimeter Road).

The capital costs associated with each alternative were relatively similar presenting no distinct differences.

However, the property cost and the various impacts were closely related in the evaluation. The widening of Burlington Street to both sides, Alternative A, had the corresponding highest impacts and property costs. Alternatives B and C, widening to one side only, were considered to have a medium impact, while Alternatives D and E were comparatively rated with a lower impact, as the alternatives were designed to avoid specific impacts.

In the comparative evaluation of the alternatives and considering each goal grouping, the following conclusions were made:

- ▶ Alternative A has no distinct advantages over the other alternatives and was screened from consideration.
- ▶ Alternatives B and C were evaluated similarly, but when considering the individual properties being taken, Alternative B was preferred. This alternative avoided displacement of an important business (North Star Dynamics), disruption to the Hamilton Harbour Commission property and displaced less significant businesses and residences along the south side.
- ▶ Alternatives D and E were also evaluated similarly, but when considering the individual properties, Alternative E was preferred, as it displaced and disrupted less significant businesses and residences along the south side.

The remaining two alternatives in the comparative evaluation are Alternatives B and E. Both are roadway widenings to the south, except that Alternative E tapers to the existing four lane cross-section in the vicinity of Wilfred Street to avoid the potential of high decommissioning costs associated with the Morris Lax property. However at this time, the extent and magnitude of any requirements and costs associated with contaminated material are indeterminable without detailed investigation.

As a result, Alternative B was selected as the preferred design alternative as it provided superior transportation service with minimal additional impacts and similar costs. Prior to property acquisition and construction, the recommended widening will be reviewed to determine if condition changes have affected the above evaluation and conclusions. If the conclusions have changed, Alternative E would be the preferred design alternative. This would be considered a major change and follow the procedures outlined in Section 5.13.2.

Burlington/Wellington Intersection Alternatives

During the public consultation process, infiltration into the North End Neighbourhood was not identified as an issue. As a result, Alternatives Y and Z presented no significant transportation service advantages, but did offer significantly greater impacts and costs. Therefore, Alternative X was concluded as the preferred alternative as it provided similar transportation service with significantly lower costs and impacts.

TABLE 4.2.3-2: Evaluation of Burlington Street Design Alternatives

Goal/Factor Grouping/Factor	Indicator	Net Effect				
		A	B	C	D	E
IMPACT						
Displacement of housing	Number and type of housing units displaced	18 individual homes (Region owns 7 of the properties)	6 individual homes	12 individual homes (Region owns 7 of the properties)	12 individual homes (Region owns 7 of the properties)	3 individual homes
Displacement of business areas and uses	Number and type of retail and service commercial uses displaced	10 full (Region owns 6 of the properties) and 2 partial takings	9 full (Region owns 5 of the properties and 2 other properties are vacant) and 1 partial takings	2 full takings (Region owns 1 of the properties)	1 full taking (Region owns the property)	9 full (Region owns 5 of the properties and 2 other properties are vacant) and 1 partial takings
Displacement or disruption of industrial uses	Number and type of industrial uses displaced or disrupted	4 partial takings (including 1 HHC property)	2 partial takings	2 partial takings (incl. 1 HHC property)	1 partial taking	1 partial taking
Disruption of day-to-day use and enjoyment of property for residents during operation	Number of residents who will experience an increase in $L_{eq,24h}$ above 55 dBA or predicted future ambient $L_{eq,24h}$ whichever is greater	0-5 dBA 25 houses 6-10 dBA 29 houses	0-5 dBA 14 houses 6-10 dBA 17 houses	0-5 dBA 15 houses 6-10 dBA 12 houses	0-5 dBA 15 houses 6-10 dBA 12 houses	0-5 dBA 14 houses 6-10 dBA 17 houses
	Effect on pedestrian movement	None	None	None	None	None
	Visual impact	Overall net improvement	Marginal net improvement	Marginal net improvement	Marginal net improvement	Marginal net improvement
SERVICE						
Traffic operations	Effect on the traffic capacity/flow	Significant improvement	Significant improvement	Significant improvement	Good improvement except at Wilfred Street	Good improvement except at Wilfred Street
Safety	Impact on safety	Significant improvement	Significant improvement	Significant improvement	Good improvement	Good improvement
Network compatibility	Ability to support existing and the planned regional transportation network	Excellent	Good	Good	Adequate	Adequate
Disruption of road system	Number of driveways with access closed	None	None	None	None	None
	Impact on service of signalized and unsignalized intersections	Significant improvement to 6 intersections	Significant improvement to 6 intersections	Significant improvement to 6 intersections	Significant improvement to 5 intersections but turning movements restricted to right-ins and right-outs at Wilfred Street	Significant improvement to 5 intersections but turning movements restricted to right-ins and right-outs at Wilfred Street

TABLE 4.2.3-2: Evaluation of Burlington Street Design Alternatives (cont'd)

Goal/Factor Grouping/Factor	Indicator	Net Effect				
		A	B	C	D	E
<u>COST</u>						
Property Cost	Cost of residential units to be acquired	\$880,000	\$480,000	\$400,000	\$400,000	\$240,000
	Cost of industrial property (full or partial) to be acquired	\$880,000	\$29,000	\$129,000	\$80,000	\$15,000
	Cost of commercial units to be acquired	\$95,000	\$332,000	\$900,000	\$0	\$332,000
		Subtotal \$1.6 M	Subtotal \$0.9 M	Subtotal \$1.5 M	Subtotal \$0.5 M	Subtotal \$0.6 M
	Potential for property requiring decommissioning or mitigation costs	High	High	High	Medium	Medium
Construction Cost	Estimated total cost of constructing the alternative	\$2.9 Million	\$2.8 Million	\$2.8 Million	\$2.5 Million	\$2.5 Million

TABLE 4.2.3-3: Evaluation of Burlington/Wellington Intersection Alternatives

Goal/Factor Grouping/Factor	Indicator	Net Effect		
		X	Y	Z
IMPACT				
Displacement of business areas and uses	Number and type of retail, service and commercial uses displaced	None	1 full taking (Region owns the property)	2 full takings (Region owns 1 of the properties)
Disruption of day-to-day use and enjoyment of property for residents during operation	Number of residents who will experience an increase in $L_{eq,24h}$ above 55 dBA or predicted future ambient $L_{eq,24h}$ whichever is greater	None	None	None
	Effect on pedestrian movement	No change	No significant change for major movements	No significant change for major movements
	Visual impact	No change	Significant improvement for a few homes and the travelling public	Significant improvement for a few homes and the travelling public
SERVICE				
Traffic operations	Effect on the traffic capacity/flow	Marginal improvement	Intersection layout would discourage Burlington Street westbound through traffic especially for larger vehicles (trucks)	Intersection layout would discourage Burlington Street westbound through traffic and trucks
Safety	Impact on safety	Marginal improvement	Increased conflicts	Increased conflicts
Network compatibility	Ability to support existing and the planned regional transportation network	Maintains the existing arterial/designated truck route function for Burlington and Wellington Streets and precludes no Perimeter Road options	Improves the existing arterial/designated truck route function for Burlington and Wellington Streets but affects Perimeter Road options	Enhances the existing arterial/designated truck route function for Burlington and Wellington Streets but affects Perimeter Road options
Disruption of road system	Number of driveways with access affected	None	6 driveways along Wellington Street would not have direct access to an arterial	6 driveways along Wellington Street would not have direct access to an arterial
	Impact on service of signalized and unsignalized intersections	Marginal change	Level of service would marginally increase	Level of service would increase
Displacement or disruption of rail spur line services	Number of rail spur lines displaced or disrupted	None	1 spur line displaced	1 spur line displaced
COST				
Property Cost	Cost of commercial units to be acquired	\$0	\$350,000	\$350,000
	Potential for property requiring decommissioning or mitigation costs	Low	High	High
Construction Cost	Estimated total cost of constructing the alternative	\$0.7 Million	\$1.3 Million	\$1.6 Million

4.2.4 Selected Design

The widening of Burlington Street to the south side between east of Victoria Avenue to Birch Avenue, with minor intersection improvements at Wellington Street, is the selected design alternative. The implementation of this project has a number of benefits:

- ▶ improved traffic flow, especially for the heavy trucks inherent to the roadway
- ▶ improved ability to enter and exit sideroads and entrances
- ▶ reduced maintenance costs due to the reconstructed roadway
- ▶ opportunities for landscaping
- ▶ increased snow storage capability
- ▶ increased safety for both vehicles and pedestrians
- ▶ minimized the environmental impact
- ▶ general agreement from the public through the consultation process.

5.0 DESCRIPTION OF SELECTED DESIGN

- 5.1 Refinement of the Selected Design Alternative
- 5.2 The Selected Design
- 5.3 Roadway Cross-Section
- 5.4 Vertical Profile
- 5.5 Drainage
- 5.6 Landscaping
- 5.7 Traffic Control Devices
- 5.8 Illumination
- 5.9 Railroad Crossing
- 5.10 Utilities
- 5.11 Construction Staging
- 5.12 Approvals Required
- 5.13 Revisions and Addenda to the ESR

5.0 DESCRIPTION OF SELECTED DESIGN

This section provides the details of the selected design including refinements of the selected design alternative following the second round of public consultation activities.

5.1 Refinement of the Selected Design Alternative

The selected design alternative between west of Wilfred Street to east of McKinstry Street, consisted of a roadway widening to the south side, while maintaining the north curb line. This resulted in the reconstruction of the north sidewalk, with no boulevard, in essentially the same location, while on the south side, the acquisition of properties allowed the introduction of a 2.0 m boulevard with a new sidewalk.

Subsequent to the second round of public consultation activities, the Region decided to include 2.5 m boulevards on both sides of the roadway, given that the acquisition of properties on the south side would provide the necessary right-of-way. This shift of the roadway to the south, by approximately 2.3 m, is easily accommodated with the following impacts; one additional residential property at the southwest corner of Burlington Street and Wentworth Street and minor incremental costs associated with utility and catchbasin relocations.

The Region concluded that these additional impacts and costs were appropriate given that the following benefits:

- ▶ provided a uniform roadway cross-section and enhanced aesthetics through this residential section along Burlington Street
- ▶ presented additional landscaping opportunities along both sides of Burlington Street, which is significant considering the public comments throughout the study
- ▶ improved safety for pedestrians throughout the residential area, given that Burlington Street is a designated truck route
- ▶ additional space for utility relocation outside the travelled roadway
- ▶ provided increased snow storage capability along this important arterial of the Region's transportation network.

Other modifications that were incorporated into the selected design included:

- ▶ reconstruction of Wilfred Street between Burlington Street and Oliver Street including improved turning radii, provision of an easterly sidewalk and boulevard and the installation of traffic signals
- ▶ the tapering of the proposed 5.0 m median width to 4.0 m west of Wilfred Street to minimize property requirements from the Suncor property
- ▶ the provision of raised medians along Burlington Street at signalized intersections, Wilfred Street, Wentworth Street and Hillyard Street
- ▶ the inclusion of daylighting corners within the roadway allowance for improved sight lines at intersections (required two additional properties)
- ▶ the addition of a Regional access road on the north side of Burlington Street, approximately 150 m west of Birch Avenue.

5.2 The Selected Design

The selected design can generally be described as follows:

- ▶ reconstruction and widening of Burlington Street to the south side, between east of Victoria Avenue to west of Birch Avenue, to provide two 3.5 m lanes of traffic in each direction and a 5.0 m median two-way left turn lane
- ▶ reconstruction of the remaining part of Burlington Street and approximately 100 m of Wellington Street to its existing configuration, except for minor radii improvements at the southeast corner of the Burlington Street and Wellington Street intersection
- ▶ reconstruction of Wilfred Street between Burlington Street and Oliver Street including improvement to the turning radii and provision of an easterly sidewalk and boulevard
- ▶ provision of a 2.5 m boulevard and a 1.5 m sidewalk between Wilfred Street and McKinstry Street, and sidewalk reconstruction to existing conditions elsewhere
- ▶ general improvement of all the intersection turning radii
- ▶ vertical profile improvements to ensure positive roadway drainage with minimal utility disruption

- ▶ drainage improvements along the Burlington Street corridor
- ▶ landscaping opportunities are provided throughout the right-of-way
- ▶ traffic control systems to be replaced at Wentworth Street and Hillyard Street, added at Wilfred Street and to be modified at Wellington Street and Victoria Avenue
- ▶ illumination to be provided to current standards for arterial roadways
- ▶ utility relocations and upgrading associated with the roadway widening.

The following sections provide additional details of the selected design, and Appendix C illustrates the preliminary plan and profile design.

5.3 Roadway Cross-Section

The typical roadway cross-section along Burlington Street can be summarized as follows:

Wellington Street to East of Victoria Avenue

- ▶ the roadway will be reconstructed to the existing geometrics providing two lanes in each direction and two westbound left turn lanes

East of Victoria Avenue to McKinstry Street

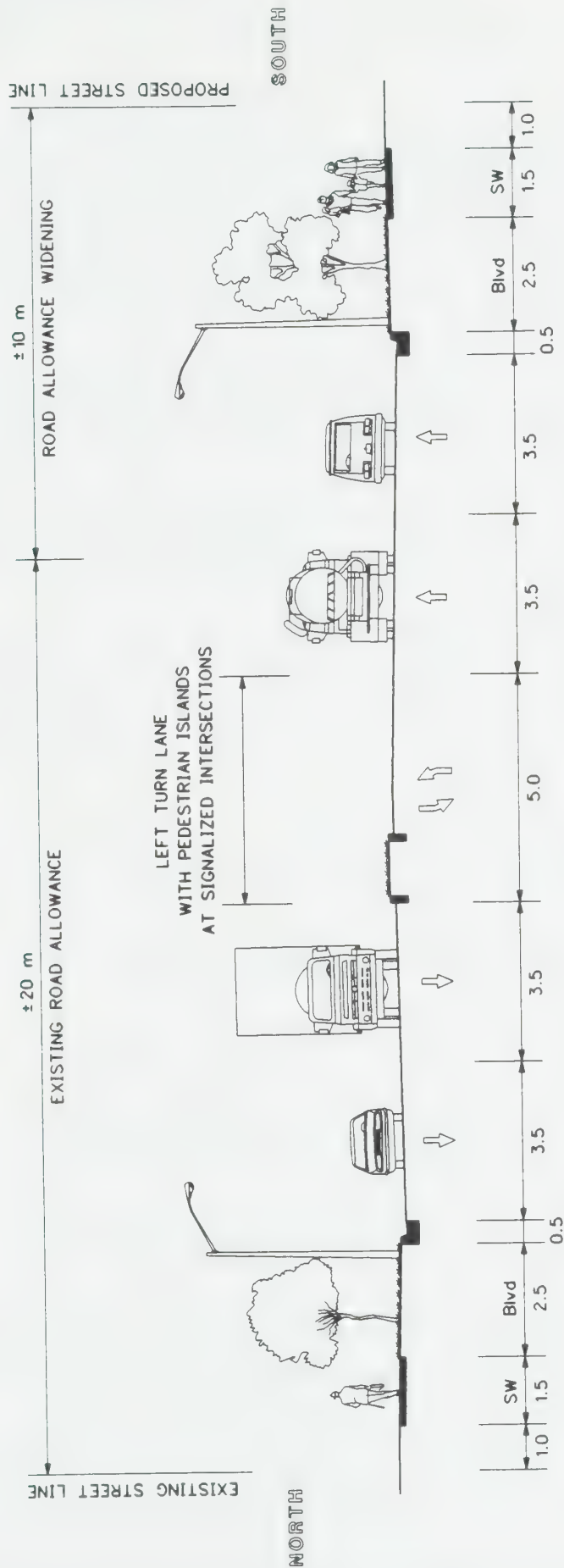
- ▶ the roadway will be shifted to the south to provide a 5.0 m median, two 3.5 m lanes in each direction and a 3.0 m boulevard (including curb and gutter) with a 1.5 m sidewalk on both sides as illustrated in Exhibit 12

McKinstry Street to Birch Avenue

- ▶ the roadway cross-section will include two 3.5 m lanes in each direction and a 5.0 median, but the sidewalks and boulevards will vary to match existing conditions

5.4 Vertical Profile

The proposed profile has been revised to maintain a minimum of 0.2 percent for drainage purposes, but is similar to the existing roadway centreline in order to match existing conditions along the property lines, specifically along the north side. As a result, there will be minimum disruption to adjacent frontages and entrances to sideroads and to the existing utilities (frost cover).



BURLINGTON STREET

Typical Cross-Section between Victoria Avenue and Birch Avenue

Class Environmental Assessment
BURLINGTON STREET
 Wellington Street to Birch Avenue

Selected Design
 Typical Cross Section

EXHIBIT 12



HATCH

5.5 Drainage

The stormwater runoff will be collected by catchbasins, with the specific locations to be determined during detail design. The new catchbasins for the roadway east of Victoria Avenue to west of Birch Avenue, will require the existing leads to be extended on the south side, while on the north side the leads will be shortened. It is anticipated that the remaining catchbasin structures can be utilized with minor grade modifications.

The boulevards and the surplus property along the south side will be graded towards the roadway. During the detail design, properties on the south side which cannot be drained adequately towards the roadway, regrading and installation of a ditch inlet will be included.

Subgrade drainage will be facilitated by a continuous subdrain system installed behind the proposed curb line and connecting to the catchbasins.

The stormwater runoff quantity changes, as a result of this project, are insignificant despite the additional roadway pavement area, given the elimination of roof tops, parking areas and entrances with direct overland connections. The existing stormwater sewer system will be capable of handling this runoff quantity.

5.6 Landscaping

In response to the public comments, a number of areas have been identified which present opportunities for landscape features. These areas include:

- ▶ the north boulevard between Wilfred Street and Birch Avenue
- ▶ the south boulevard between Wilfred Street and McKinstry Street
- ▶ the surplus right-of-way from the property acquisition along the south side of Burlington Street between Wilfred Street and McKinstry Street
- ▶ other properties along Burlington Street, either on the north or south side, which the Region presently owns.

The type and extent of landscape features will be determined during detail design and will be implemented in accordance with Region policies.

5.7 Traffic Control Devices

The existing traffic control systems, including the signal heads, poles and associated underground work, will have to be replaced at Hillyard Street and Wentworth Street to allow for the widening of Burlington Street.

Minor modifications or pole relocations are anticipated at Wellington Street and Victoria Avenue to facilitate the reconstruction. New traffic control signals will be installed at the Wilfred Street intersection.

The exact requirements for the modifications and the new traffic control systems will be determined during detail design. The timing for all the signal installations, the operations along Burlington Street and other requirements, will be reviewed by the City of Hamilton Traffic Department staff during detail design. Other requirements, such as typical roadway signing and overhead signage indicating the two-way left turn lane, will also be resolved at that time.

5.8 Illumination

The existing poles and luminaries located along the north side of Burlington Street will be upgraded to current standards and policies for arterial roadways throughout the corridor. The exact illumination requirements will be determined in the detail design.

5.9 Railroad Crossing

The three existing rail spur lines crossing Burlington Street, between Wellington Street and Victoria Avenue, will be maintained including all the associated gates and control devices. During the detail design, appropriate pavement design features will be incorporated to ensure the comfort and rideability of vehicular traffic travelling over the tracks.

The rail spur lines are under the jurisdiction of the Hamilton Harbour Commission to the south property line along Burlington Street. During detail design and the subsequent construction phase, on-going dialogue will be established to minimize or avoid any rail service disruption to the Hamilton Harbour Commission.

5.10 Utilities

The following outlines the utilities that have been identified within the Burlington Street corridor and the corresponding impact due to the project.

Utility	Impact	Action to be Taken
Sanitary Sewer (Region)	Removal of buildings along the south side will require the abandonment of leads.	Details to be addressed during detail design.
Storm Sewer (Region)	Catchbasin leads to be modified and additional catchbasins added.	Details to be addressed during detail design.
Ontario Hydro	The project does not affect the transmission lines and tower located in the traffic island at Birch Avenue.	No further action required, but liaise during detail design.
Watermains (Region)	Watermain replacement is proposed between Wilfred Street and Hillyard Street. This replacement is not as a result of this project.	Details to be addressed during detail design.
Hamilton Hydro-Electric	Aerial plants to be consolidated on the north side with underground power supply to street lighting on the south side.	Liaise during detail design to ensure coordination.
Union Gas	None.	Liaise during detail design to ensure coordination.
Western-Northgate Cable	To be relocated in conjunction with the Hamilton Hydro-Electric poles.	Liaise during detail design to ensure coordination.
Macleam Hunter Cable	None.	Liaise during detail design to provide possible provisional road crossings.
Sun-Canadian Pipeline	None.	Details to be addressed during detail design such as to verify depths and to include special provisions. Crossing approval application required to be submitted to Sun-Canadian Pipeline.
Sarnia Products Pipeline	None.	Details to be addressed during detail design such as to verify depths and to include special provisions. Sarnia Products Pipeline require internal approvals.
Bell Canada	To be relocated in conjunction with the Hamilton Hydro-Electric poles.	Details to be addressed during detail design.

5.11 Construction Staging

Construction is anticipated to occur in two contracts as follows:

- ▶ reconstruction of Burlington Street, between Wellington Street and to west of Wilfred Street, and along Wellington Street, approximately 100 m south of Burlington Street in 1994
- ▶ reconstruction and widening of Burlington Street from west of Wilfred Street to west of Birch Avenue in 1995.

The above construction staging took into consideration the lead time required for the property acquisition, the contract duration and the contract value. However, this construction staging is subject to Regional policies and funding availability.

The individual contracts will be generally sequenced in the following three stages to maintain traffic flow and minimize disruption:

- ▶ reduce traffic to one lane in each direction on the north side of the roadway and reconstruct and widen Burlington Street on the south side
- ▶ switch traffic to the completed south portion of the roadway maintaining a minimum of one lane in each direction and reconstruct Burlington Street on the north side
- ▶ after reconstruction is complete, place the asphalt surface course for the full width of the roadway.

The exact details and requirements of the traffic staging and maintenance plans will be finalized during detail design, with input from the Region, the City's Traffic Department and other affected agencies.

5.12 Approvals Required

This section outlines other approvals besides the Environmental Assessment Act, which are required in order for the Region to proceed with the construction of the project.

An alteration by-law amendment under the Municipal Act is required. The amendment process could be running parallel or subsequent to this ESR approval. During this period, the Region's Roads Department would be serving a coordinating function between the various agencies and departments. A decommissioning or remediation work related to contaminated soils will meet the provincial regulations for removal and disposal.

5.13 Revisions and Addenda to the ESR

The ESR requests approval to reconstruct and widen Burlington Street between Wellington Street and Birch Avenue. The preliminary design plans found in Appendix C of this report, illustrate the selected design, but are subject to modification during detailed design.

The purpose of this section is to describe procedures which will be followed to accommodate modifications and changes to the ESR after its filing on public record. Minor changes or modifications to the selected design should not be construed as a formal change to the undertaking. For the purpose of this report, a major change would include a major shift in the alignment or a change in the undertaking, such as a revised cross-section or the introduction of a continuous raised median.

5.13.1 Procedures for Addressing Minor Changes

During the design and construction of the project, modifications may be required due to:

- ▶ site-specific problems which may occur during the design of the project
- ▶ improvements in the design to provide more benefits and/or less adverse impacts
- ▶ the introduction of new legislation and/or policies
- ▶ circumstances which develop at the time of construction.

These are modifications which may result in changes to the project presented in this ESR, but which would not alter the recommendation of reconstructing and widening Burlington Street to meet the project objectives. Such minor changes to the ESR will be addressed without a formal approval and comment process, but the affected public and agencies will be consulted and advised.

5.13.2 Procedures for Addressing Major Changes

An addendum will be filed on public record for any changes which entail significant variances to the concept of the undertaking identified in this ESR. The addendum will document:

- ▶ the reason for the change
- ▶ alternative solutions to the change
- ▶ the benefits and impacts associated with the alternative solutions
- ▶ the public consultation process involved with the change, including review agency involvement
- ▶ the recommended change including any mitigative or enhancement measures
- ▶ further commitments by the Region.

Notification will take the form of a letter report which will be filed with the original ESR document, and will be on public display for at least 30 days.

6.0 LONG TERM ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

6.1 Natural Environment

6.2 Socio-Economic Environment

6.0 LONG TERM ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

In this section, the potential long term condition changes, as a result of the implementation and operation of the project, and mitigation measures are assessed. This assessment has taken into consideration comments from external ministries and agencies and from the public consultation process.

6.1 Natural Environment

In general, the impact to the natural environment is minimal considering the nature of the study area. The following is a detailed description of potential natural environment changes and the recommended mitigating measures and design considerations to minimize those impacts.

6.1.1 Soils (*Erosion and Sedimentation*)

The road and associated grading will be flat presenting low potential for erosion. The potential of sediment entering the storm sewer system will be minimized through grading, sodding and landscaping.

As a result, no long term impacts are expected. During the detail design, geotechnical data will be collected and the potential for erosion reviewed.

6.1.2 Water Quantity and Quality

The selected design nominally increases the pavement area, but decreases the impervious area outside the roadway due to the removal of building rooftops, entrances and parking areas. It has been determined that the resulting changes will present a negligible change in runoff from the drainage subcatchment area.

Therefore, the runoff quantity is not anticipated to adversely affect the existing storm sewer system, which ultimately discharges into the Hamilton Harbour.

The drainage subcatchment area runoff and the contributing pollutants from this section of Burlington Street, is insignificant when considering the total catchment area discharging into Hamilton Harbour. However, when taking an overall ecosystem perspective, the potential for enhancing the existing conditions should be reviewed and evaluated. The Region will evaluate the available options and techniques during the detail design stage to improve the roadway runoff water quality prior to discharging into the Hamilton Harbour.

6.1.3 *Vegetation*

The selected design will require the removal of existing trees within the road right-of-way. Trees on property owned by the Region may be removed as part of the demolition of buildings. The study identified trees that should be protected on the Suncor property.

Throughout the public consultation process, landscaping measures were suggested to be included in the project. The Region is committed to develop and include landscaping plans during the detail design phase.

6.1.4 *Wildlife*

The project is not expected to effect the minimal wildlife in the area and have any long term impacts. Minor opportunities for enhanced wildlife are presented given the increased open space and landscaping features.

Since the impacts are insignificant, no mitigation measures are specifically proposed.

6.1.5 *Air Quality*

In the long term, the reconstructed and widened roadway will provide some relief to the existing poor air quality in the area due to:

- ▶ the improved traffic flow along Burlington Street, which will alleviate emissions from the stop/start conditions, particularly when considering the heavy truck volumes
- ▶ the provision of boulevards, which offers refuge for debris and snow along the roadway, reduces the amount of dust caused by vehicular traffic.

Since no long term air quality impacts have been identified, mitigation measures have not been considered.

6.2 Socio-Economic Environment

The impact on the area's socio-economic environment has been minimized by the selected design. However, the impact is significant and the following sections examine the potential long term environmental changes and outline measures and commitments to address these impacts.

6.2.1 Aesthetics/Visual Resources

The narrow and built-up right-of-way through the residential section along Burlington Street, between Wilfred Street and McKinstry Street, will be significantly altered after the construction of this project.

The visual quality along Burlington Street will be enhanced for both the community and the travelling public by the wider right-of-way and the following features of the selected design:

- ▶ provision of a consistent and reconstructed roadway cross-section, including new sidewalks and boulevards on both sides
- ▶ provision of a number of landscaping opportunities
- ▶ the potential for some of the utility relocation to be underground (details to be finalized during detail design)
- ▶ the minimal removal of existing vegetation.

Throughout the study, the public expressed the desire for visual enhancement. The Region is committed to incorporate landscaping requirements in the detail design in accordance with their policies.

6.2.2 Land Use/Property

The following sections explain how the project impacts property.

Property Acquisition

Several properties are under private ownership and will be required to be purchased by the Region to facilitate the recommended roadway widening along the south side. Table 6.2.2-1 summarizes the property requirements (full or partial) for the implementation of this project as identified on the preliminary design drawings (Appendix C).

Table 6.2.2-1: Property Requirements

No.	Location/Owner	Full/Partial (Approx. Area)	Existing Use Displaced	Status
1	400 Burlington Street East Suncor Inc.	• partial taking (0.04 ha)	• no uses displaced (existing area is grass frontage and a paved entrance)	• business still in operation
2	442-446 Burlington Street East Morris Lax Scrap Metal Co.	• partial taking (0.11 ha)	• storage area for scrap metal and other materials	• business still in operation
3	452 Burlington Street East	• full taking	• single dwelling unit	• occupied
4	454 Burlington Street East	• full taking	• single dwelling unit	• occupied
5	466 Burlington Street East Marks Welding Service Ltd.	• full taking	• commercial unit	• business still in operation
6	474 Burlington Street East P&K Alignment & Spring	• full taking	• commercial unit (garage service)	• business still in operation
7	486 Burlington Street East	• full taking	• single dwelling unit	• occupied
8	490 Burlington Street East	• full taking	• single dwelling unit	• occupied
9	514-516 Burlington Street East	• full taking	• commercial/dwelling unit	• commercial unit vacant • dwelling unit occupied
10	574 Burlington Street East	• full taking	• single dwelling unit	• occupied
11	576 Burlington Street East	• full taking	• single dwelling unit	• occupied
12	650 Burlington Street East Canadian Liquid Air Ltd.	• partial taking (0.19 ha)	• some parking and storage areas displaced	• business still in operation
13	535 Wentworth Street North	• full taking	• single dwelling unit	• occupied
14	537 Wentworth Street North	• full taking	• single dwelling unit	• occupied
15	80 Hilliard Street	• full taking	• single dwelling unit	• occupied
16	35 Dickson Street	• full taking	• single dwelling unit	• occupied

In addition, the properties listed in Table 6.2.2-2 are owned by the Region or the City, but are presently being leased, under use by the Region or vacant.

In addition, two large media signs are located on vacant properties along the south side, which are providing nominal rental fees.

No temporary construction easements for construction work sites have been identified.

The respective landowners of the properties to be purchased will be contacted by the City of Hamilton Property Department to arrange a fair and equitable compensation. In addition, the Region's Economic Development Department is committed to assist the displaced businesses in finding suitable sites for relocation.

Table 6.2.2-2: Regional/City Properties

No.	Location/Lessee	Existing Use Displaced	Status
1	240 Burlington Street East Ippolito Fruit and Produce Ltd.	• no uses displaced	• business still in operation (leased from City of Hamilton)
2	442 Burlington Street East	• vacant land	• Region using site for stockpiling of excess materials
3	450 Burlington Street East	• vacant land	• none
4	456 Burlington Street East	• vacant land	• none
5	458 Burlington Street East	• residential building	• presently occupied
6	464 Burlington Street East McKeough & Sons Company Ltd.	• commercial building	• business still in operation
7	488 Burlington Street East	• vacant land	• none
8	492 Burlington Street East	• vacant land	• none
9	494 Burlington Street East	• vacant land	• none
10	498-500 Burlington Street East	• billboard	• leased from the City of Hamilton
11	546 Burlington Street East Willis Transport Ltd.	• building and parking area	• business still in operation
12	620 Burlington Street East Aromatic Foods Ltd.	• commercial building	• business still in operation
13	622 Burlington Street East Ormond Industrial Tools Ltd.	• commercial building (Note: same building as above)	• business still in operation
14	37 Dickson Street	• residential building	• presently occupied

Property Value

During the consultation process, the area residents indicated a concern that the widened roadway would have a potential impact on the value of their properties. The proposed design will improve safety for vehicles and pedestrians along the corridor. The features of the roadway, in particular the provision of sidewalks separated by boulevards and landscaping, will improve the environment for the residents and the public in general. The improvements to the roadway should benefit the industrial properties by providing better access and traffic flow along Burlington Street.

However, it is not possible to determine if these improvements will result in a change in property values, either positive or negative.

Property Access

Reconstruction of driveways or entrances to Regional standards and policies may require the limit of work to extend past the property lines and/or to modify the existing location. During the detail design, the extent of work will be finalized and the individual owners will be consulted on the proposed changes.

In addition, two accesses into a commercial complex along the north side of Burlington Street has been recommended to be relocated across from Dickson Street and McKinstry Street intersections. These relocations will improve the traffic flow and safety along Burlington Street. During the detail design phase, the owner will be contacted to address this potential improvement.

6.2.3 *Heritage/Archaeological Resources*

No existing or potential heritage or archaeological resources have been identified within the project area.

As a result, no additional assessment or mitigation is warranted for consideration.

6.2.4 *Recreation/Cultural Resources*

The implementation of the selected design supports the recreation and cultural activities in the area by the following:

- ▶ improved traffic conditions and access to facilities such as the Waterfront Park, Eastwood Park/Arena and local waterfront activities (marinas)
- ▶ improved pedestrian safety to access these existing facilities.

6.2.5 *Pedestrian Movement and Safety*

Concern was expressed for pedestrian safety crossing Burlington Street considering the roadway widening, the volume of heavy trucks and the existing school children movements from north of Burlington Street to Robert Land Public School along Wentworth Street (a school guard is presently stationed at the intersection). Calculations indicate that the widening will increase the time to cross the intersection by 25% (3.5 seconds).

The selected design incorporates concrete islands (raised medians) at the three intersections with the greatest potential for north-south pedestrian movements, Wilfred Street, Wentworth Street and Hillyard Street, to provide refuge in the median for pedestrians. In addition, in the detail design phase, pedestrian movement volumes and travel patterns will be reviewed to assist in developing the appropriate signal timings at these intersections.

The inclusion of boulevards on both sides of the roadway through the residential section provides a significant offset (3.0 m) from the travelled roadway, which will increase pedestrian safety along Burlington Street.

6.2.6 Noise

The widening of Burlington Street to provide a median two-way left turn lane is not anticipated to increase traffic volumes, and therefore the noise levels in this corridor. However, the selected design shifts and widens the roadway to the south side, requiring property acquisition and the removal of buildings.

Considering the above, a noise analysis was undertaken for the selected design with the following results:

- ▶ in the industrial areas west of Wilfred Street and east of McKinstry Street, no increases are expected over the ambient noise levels
- ▶ along the north side of Burlington Street, between Wilfred Street and east of Hillyard Street, the predicted noise levels will decrease from the ambient levels due to the increased distance to the travelled portion of the roadway, the improved roadway condition and improved traffic flow operations
- ▶ along the south side of Burlington Street, between Wilfred Street and McKinstry Street, the predicted noise levels will increase 5 decibels over ambient and over the accepted outdoor sound level (L_{eq} 55 decibels) for approximately 13 homes as a result of the removal of buildings, which previously acted as buffers to noise generated on Burlington Street.

Based on accepted provincial criteria, an increase over 5 decibels is considered to have perceivable impact to the day-to-day enjoyment of the residents and warrant further investigation.

Noise walls or earthen mounds (berms), are typical methods of reducing noise levels. According to Regional policies, an assessment of the feasibility of implementing these noise control measures will be made during detail design.

6.2.7 Economics

The displacement of housing, commercial and retail uses along Burlington Street will reduce the municipal tax base. Considering the recent economic conditions in the Region, and particularly the Bayfront area, the loss of any revenue or businesses is considered significant.

The Region recognizes the above and is committed to providing fair compensation for all residences and businesses and to assist in the relocation of the businesses to a suitable site.

However in the longer term, the enhanced transportation service, will not only support existing local businesses and industries, but will also have a positive impact on residential revitalization and business growth in the area.

6.2.8 *Community/Urban Structure*

The selected design is compatible with the Region's and City's Official Plan policies and minimizes the impact on the environment. However, the widened roadway will physically displace residents and businesses, increase noise, affect the day-to-day enjoyment of some residents, and potentially further reduce the community's cohesion due to the roadway's barrier effect.

These concerns have been addressed previously in this section. Generally, the implementation of the selected design presents a number of benefits to the remaining community in comparison with the existing conditions, providing an overall net positive impact.

7.0 CONSTRUCTION EFFECTS AND MITIGATION MEASURES

- 7.1 Construction Requirements
- 7.2 Potential Environmental Short Term Condition
Changes and Proposed Mitigation Measures

7.0 CONSTRUCTION EFFECTS AND MITIGATION MEASURES

This section outlines the construction requirements, the short term potential environmental condition changes due to construction activities, and the recommended mitigating measures associated with the construction of the selected design.

7.1 Construction Requirements

Construction associated with the work sites and the removal of existing features will involve a variety of methods, equipment and materials. Most of these construction requirements have minimal environmental implications and will utilize conventional roadway construction operations and techniques.

7.2 Potential Environmental Short Term Condition Changes and Proposed Mitigation Measures

The potential environmental impacts due to construction activities are expected to be relatively predictable and short term. Potential short term changes include:

- ▶ increased dust levels
- ▶ reduced visual aesthetics
- ▶ increased noise levels
- ▶ potential excavation of contaminated material
- ▶ management of excess and surplus materials
- ▶ mud-tracking on adjacent roads
- ▶ local traffic congestion and disruptions
- ▶ reduced vehicular safety
- ▶ reduced pedestrian movement
- ▶ soil erosion and sedimentation
- ▶ water quality degradation.

Mitigating measures to minimize the above potential environmental impacts will be incorporated into the detail design and the construction specifications.

7.2.1 Natural Environment

No significant negative environmental impacts during construction are expected. The following is a description of potential natural environment changes and the proposed mitigation measures.

Vegetation

Trees and vegetation, which will not be designated for removal, may be damaged or disturbed during construction.

The contract documents will outline that the contractor will be required to adopt standard tree protection measures, including the following:

- ▶ use of fence barriers to designate trees to be protected
- ▶ exercising caution when working near designated protected trees as identified on the contract drawings
- ▶ avoidance of any construction activities (i.e. stockpiling) or vehicle maintenance/parking in the vicinity of trees to be maintained
- ▶ repair of any trees that are damaged.

If trees are damaged, provisions will be made with individual owners to compensate accordingly.

Drainage

During the construction phase, the potential for standing water in excavations will present a safety hazard to the public.

Through provisions in the contract documentation, the contractor will be required to provide adequate drainage at the construction site and to provide pumps to not allow standing water on the work site at all times.

Air Quality

Temporary reduction in air quality is expected in the short term from construction activities and from the limited use of granular surfaces.

These effects will be minimized through provisions in the contract documents by the following:

- ▶ cleaning of adjacent roads to remove mud-tracking
- ▶ use of tarpaulin covers on trucks leaving or coming to the work site

- ▶ maintenance of all equipment in good working condition
- ▶ minimizing the storage of granular and earth materials in residential areas
- ▶ staging of the construction within a specified timeframe to limit travel on a granular surface
- ▶ limiting the height of stockpiles
- ▶ adherence to applicable municipal by-laws for air quality
- ▶ requirement to practise standard dust control measures with the application of calcium chloride and water.

Water Quality

Although no open watercourses are found in the vicinity of Burlington Street, the storm sewer system ultimately discharges into the Hamilton Harbour.

To minimize the possibility of incidental degradation of water quality, provisions in the contract documentation will include the following:

- ▶ water from excavations will not be allowed to be pumped directly into the storm sewer system
- ▶ prohibit the maintenance, storage and refuelling of equipment and machinery near drainage structures
- ▶ vegetative cover (sodding) to be applied to all earth surfaces within ten working days after final grading
- ▶ contractor to schedule his activities to limit areas of exposure prior to final treatment
- ▶ prohibit the storage of waste, empty fuel containers, surplus organic material, top soil and construction materials near drainage structures.

If spills do occur, the contractor will be required under the appropriate provincial legislation to provide the necessary notifications and site clean-up.

Wildlife

Temporary displacement of wildlife, such as small mammals and birds, due to construction activities can be expected.

Given the urbanized nature along Burlington Street, the impact is not considered significant and no mitigating measures have been proposed.

Soils (Erosion and Sedimentation)

Considering that the final slopes of the selected design are predominately flat in nature, soil erosion and sedimentation is not anticipated to be a significant impact.

However, to minimize the potential for dust or water quality degradation, the following provisions will be included in the contract:

- ▶ employ standard measures to reduce sediment transport into the storm sewer system
- ▶ minimize the extent and period of unvegetated surface exposure
- ▶ limit the height of granular or earth stockpiles.

7.2.2 *Socio-Economic Environment*

The impact on the area's socio-economic environment and the community is anticipated to be significant, but temporary. The following is a brief examination of potential environmental changes due to construction activities and the mitigation measures that will be incorporated into the contract specifications and drawings to minimize these impacts.

Noise

Short term noise increases are anticipated due to construction activities during the duration of this project. These short term increases are not considered insignificant given the adjacent residential land uses between Wilfred Street and McKinstry Street, despite the background noise from local industrial uses.

The contractor will minimize these impacts by requiring:

- ▶ to comply with all municipal noise by-laws and restrictions for construction hours
- ▶ to restrict specific construction activities during unsuitable time periods
- ▶ to maintain all equipment in good working condition

- ▶ to meet the provincial guidelines for sound emission for construction equipment and techniques (MOEE's - Noise Control Guidelines for Class Environmental Assessment of Undertakings, February 1980)
- ▶ to restrict the idling of equipment to a minimum.

Traffic and Safety Maintenance

Typical construction activities will create a temporary inconvenience to the public, which will be significant if appropriate measures are not undertaken.

To minimize the impact on the public due to construction activity and to maintain traffic flow, access and safety, the contract documents will require the following:

- ▶ to provide standard traffic control measures, proper signage and delineation as required by applicable safety regulations and the "Manual of Uniform Traffic Control Devices"
- ▶ to provide temporary signal controls as required for the staged construction
- ▶ to place appropriate fencing around construction areas (i.e. open cut areas, storage areas) to protect vehicular and pedestrian traffic
- ▶ to provide road cleaning when necessary to remove mud-tracking
- ▶ to employ short term staged operation to reconstruct Burlington Street and restricting traffic to a minimum of a single lane in each direction
- ▶ to utilize the full road allowance to divert traffic lanes for staged construction activity
- ▶ possibly to provide contra-flow lanes during morning and evening peak periods where peak direction flows occur to maximize capacity
- ▶ to carry out construction in such a manner that it will create the least amount of interference with traffic and maintain access to all existing entrances
- ▶ to observe municipal restrictions (truck routes, load restrictions) and regulations regarding the use of local roads.

In addition, transit and emergency vehicle traffic (ambulance, police, fire), major attractions (Waterfront Park) and the City's Traffic Section will be contacted during the detail design phase and prior to construction to ensure that their services are not disrupted by construction activities and that the traffic maintenance measures be carefully planned and scheduled.

Access

Access to commercial and residential entrances, both vehicular and pedestrian, will be interfered with during construction activities causing a temporary inconvenience.

To minimize this inconvenience, the following provisions will be included:

- ▶ temporary access to commercial entrances will be established during the detail design phase and specifically detailed in the contract and maintained at all times
- ▶ all residential access will be maintained throughout construction activities, although short term disruptions in access are anticipated
- ▶ provide local notification prior to the commencement of any construction activities
- ▶ stage construction to minimize the extent and duration of the access inconvenience
- ▶ utilize flag persons, if required, to ensure safe exit and entry from entrances
- ▶ maintain existing access to bus stops.

In addition, temporary disruption to the rail spur lines may occur. To minimize or avoid any impact, the Hamilton Harbour Commission will be contacted during the detail design and prior to construction to ensure that the inconvenience will be limited to specific timeframes.

Pedestrian Movement

Construction activities will interfere with pedestrian movements and create a temporary inconvenience to the local community and businesses.

The contract documents will require that the contractor minimize this inconvenience by:

- ▶ providing a pedestrian detour and/or access to businesses during construction
- ▶ maintaining all sidewalks and roadways clean and free from debris and materials, as reasonably practicable

- ▶ ensuring safe passage at all pedestrian crosswalks through the construction zone, but most notably at Wentworth Street, where presently a school guard crossing is positioned.

Aesthetics

The views and aesthetics along Burlington Street will experience a temporary reduction due to construction activities such as stockpiling of materials, movement and storage of equipment, and by the interim stages of the construction itself.

The contractor will be required through provisions in the contract documentation to minimize this impact by:

- ▶ by maintaining a clean and well-managed work site
- ▶ completing all construction within a specified and reasonable timeframe
- ▶ limiting the storage of materials and equipment in the residential area between Wilfred Street and McKinstry Street.

Archaeological Resources

Although no significant archaeological findings are anticipated, given the history of the lakefill of the harbour inlets across Burlington Street, provisions in the contract will be included that the contractor notify the Region immediately of any findings for appropriate action.

Recreation/Cultural Resources

During construction, the reduction in lanes will impact the access to local facilities, most notably the Waterfront Park and Eastwood Park.

To minimize this impact the Region is committed during the detail design phase to contact these facilities to ensure coordination with any major events and to provide other requirements, such as newspaper notification and/or signing. In addition, the contract documentation will include restrictions on lane closures on weekends.

7.2.3 *Utilities*

Construction activities are not anticipated to interfere with utilities along Burlington Street and inconvenience the community and businesses.

Necessary utility relocations will either be carried out prior to construction or be required to be maintained during the construction period. Whenever this is not possible, and short service disruptions are necessary, the contract will require to give advance notifications in writing to the affected parties. The requirements of each affected utility will be established through on-going dialogue and will be incorporated into the detail design and monitored during construction.

7.2.4 *Management and Disposal of Excess and Contaminated Materials*

The contract documents will cover the requirements for management and disposal of any excess materials and for complying with applicable provincial and federal legislation and regulations. The reuse of excess material on this or other construction sites will be encouraged.

This study has identified sites with potential for contaminated material. A comprehensive geotechnical and hydrogeological investigation program will be undertaken during the negotiations for the purchase of any property. Where contamination is identified by sampling, additional investigations will be performed to assess the magnitude of the soil and/or water contamination and appropriate remedial action will be initiated. The excavation and disposal of contaminated material must conform with provincial requirements.

Procedures will be included in the contract documents to address unforeseen soil/groundwater contamination found during construction activities. This will include the appropriate safety requirements and the handling, removal, transportation and disposal of this material accordingly, following applicable legislation, including the necessary notification and documentation.

8.0 SUMMARY OF IDENTIFIED CONCERNS AND MITIGATION MEASURES

8.0 SUMMARY OF IDENTIFIED CONCERNS AND MITIGATION MEASURES

The identified concerns resulting from this environmental assessment study are summarized in this section of the report. Issues and concerns were addressed through consultation with affected parties, modifications to the alternatives, application of applicable standards and policies, development of mitigation measures and commitments for future work. Mitigating measures/commitments that have been included in the preliminary design or have been recommended to be included in detail design are outlined in Table 8.1-1. The appropriate report section reference for each concern has been provided for additional details.

The specific details of these mitigation measures will be finalized during the detail design stage in cooperation with the appropriate authority. The Region is committed to carrying out these mitigation measures and commitments to ensure that the construction of the proposed widening of Burlington Street will have a minimum effect.

Table 8.1-1 Summary of Environmental Concerns and Commitments

Issue/Concern	Proposed Mitigation	Future Commitments	ESR Sect.
Vegetation - tree protection - landscaping and aesthetics	Barrier for tree protection to be detailed in contract drawings and specifications. Trees not designated for removal, if damaged, shall be repaired within five calendar days. Operation of equipment to be kept to a minimum or to exercise caution within the vicinity of trees not designated for removal. Avoid sediment deposition, parking, repaving or refuelling vehicles or equipment and stockpiling of construction and earth materials in vicinity of trees not designated for removal. Provision of landscaping opportunities. Landscape program to be included in the detail design. Sod all graded areas.	Contract drawings and specifications to include the proposed mitigation. Protection of trees to be monitored during construction. When trees are damaged beyond repair, the Region will compensate the individual owners. Region to include landscaping requirements in the detail design.	6.1.3 7.2.1
Drainage/Water Quality - erosion - sediment control - contamination - safety	Provide standard erosion and sediment control measures. Prohibit refuelling of equipment, disposal, storage of petroleum products, empty fuel and pesticide containers near drainage structures. Contractor to submit methods for controlling erosion and runoff prior to commencing any operations. Prohibit waste, organic and construction material storage adjacent to drainage structures. Vegetative cover (sodding) placement to be completed within ten (10) working days after final grading. Contractor to schedule operations to limit areas of exposure prior to final treatment. Contain, clean-up and report any serious spills immediately. Provide adequate drainage of all construction activities to avoid standing water.	Contract drawings and specifications to include the proposed mitigation. Soil erosion and sedimentation, potential water contamination and standing water to be monitored during construction. Region to review during detail design, options to improve the runoff quality prior to discharging into Hamilton Harbour.	6.1.2 7.2.1

Table 8.1-1 Summary of Environmental Concerns and Commitments (cont'd)

Issue/Concern	Proposed Mitigation	Future Commitments	ESR Sect.
Soils erosion and sediment control	Standard measures to be employed to reduce erosion and sedimentation during construction. Contractor to schedule his activities to minimize the extent and period of unvegetated surface exposure. Limit the height of any granular or earth stockpiles.	Contract drawings and specifications to include the proposed mitigation. Soil erosion to be monitored during construction. Region to review the detail design to ensure no condition changes.	6.1.1 7.2.1
Noise Increased levels	Contractor to comply with all local noise by-laws and restrictions. The contractor will restrict construction activities during daytime periods. Contractor to restrict to the minimum the idling of equipment. Standard good operating practices and compliance with MOEE construction noise protocol. Maintain all equipment in good working condition.	Contract specifications to include the proposed mitigation. Mitigation measures to be monitored during construction. Region to undertake during detail design a detailed study and/or include noise abatement measures.	6.2.6 7.2.2
Property - acquisition - property value - access	Properties to be purchased with fair and equitable compensation.	Region will consult with affected owners on the relocation and design of accesses and entrances. The Region's Economic Development Department is committed to assist the displaced businesses in finding suitable relocation sites.	6.2.2
Access disruption to adjacent businesses and residences	Changes in entrance gradients to be minimized to match existing grades. Temporary access to commercial entrances will be established and specifically detailed in the contract. All residential access to be maintained with short term disruptions limited to non-peak hours. Utilize flag persons, if necessary, to ensure safe exit and entry from residential driveways. Contractor to maintain all existing access to bus stops. Implement staging of construction to minimize the extent and duration of access inconvenience.	Contract drawings and specifications to include the proposed mitigation. Region to provide local notification at the start of construction. Hamilton Harbour Commission to be contacted during detail design and construction to minimize service impact on the rail spur lines if access is to be interrupted. Access requirements to be monitored during construction.	6.2.2 7.2.2

Table 8.1-1 Summary of Environmental Concerns and Commitments (cont'd)

Issue/Concern	Proposed Mitigation	Future Commitments	ESR Sect.
Air Quality dust levels	Dust levels to be controlled through the application of calcium chloride and water. No open burning permitted. Adjacent roadways to be cleaned of mud-tracking when appropriate. Adhere to applicable municipal by-laws. Maintain all equipment in good working condition. Use of tarpaulin covers on trucks leaving or coming to the work site. Minimize the storage of granular and earth materials in residential areas. Limit the height of any granular or earth stockpiles. Construction operations to be staged to minimize earth exposure and to limit travel on a gravel roadway.	Contract specifications to include the proposed mitigation. Dust control and municipal by-laws to be monitored during construction.	7.2.1
Traffic Maintenance - safety - disruption to traffic	Contractor to provide standard traffic control measures, signing and delineation as required by applicable safety regulations and the Manual of Uniform Traffic Control Devices (MUTCD). Maintain all signalized cross-sections during staged construction. Place fencing around all construction areas. Provide road cleaning when necessary to remove mud-tracking. Utilize short term stage operation and the full roadway allowance to limit the lane reduction. Contractor to schedule all construction activities to create the least amount of interference with traffic. Contractor to observe all municipal restrictions (truck routes, load restrictions) and regulations regarding the use of local roads.	Contract drawings and specifications to include the proposed mitigation. Region to monitor traffic impacts, safety and access during construction. During detail design, transit and emergency vehicle traffic (ambulance, police, fire) and the City's Traffic Section will be consulted to ensure that traffic maintenance is carefully planned and scheduled. Major recreational facilities (Waterfront Park) will be consulted during detail design to ensure coordination with any major events and to provide the appropriate public notification.	7.2.2

Table 8.1-1 Summary of Environmental Concerns and Commitments (cont'd)

Issue/Concern	Proposed Mitigation	Future Commitments	ESR Sect.
Waste Management excess material be properly managed	Disposal or reuse of excess materials to be on site where feasible and/or comply with applicable provincial and federal legislation and regulations.	Contract specifications to include the proposed mitigation. Waste removal and treatment to be monitored during construction.	7.2.4
Pedestrian Movement - safety - long term - short term - access - long term - short term	Provision of boulevards throughout the residential area. Provision of concrete medians at areas of high pedestrian use and at signalized intersections to provide refuge. Signal timings to be determined considering pedestrian movement volumes and travel patterns. Contractor to ensure safe passage at all pedestrian crosswalks through the construction zone. Contract documents to include the provision of pedestrian detours/access during construction wherever necessary. Provisions that all sidewalks, as reasonably practicable, be kept clean and free from debris and materials.	Detail design to incorporate the proposed mitigation. Region in conjunction with the City's Traffic Department to review the signal timings during detail design. Contract specifications to include the proposed mitigation. Region to monitor pedestrian access and safety during construction.	6.2.5 7.2.2
Aesthetics - improve visual quality - construction impacts	Vegetation removal to be minimized. Landscaping program to be implemented during detail design. Contractor to maintain a clean and well-managed work site. Provisions in the contract to specify the completion of construction within a specified time frame. Contract provisions to limit the storage of materials and equipment in the residential area.	Contract drawings and specifications to incorporate the proposed mitigation. Region to minimize tree removal and incorporate landscaping features during detail design. Construction activities to be monitored to address the intent of the proposed mitigation.	6.2.1 7.2.2
Archaeological potential findings	Special provision regarding control or suspension of the contractor's operations and to notify the Region if any item of archaeological significance is exposed.	Contract specifications to include the proposed mitigation. Excavations to be monitored during construction.	7.2.2
Utilities disruption	Contractor to schedule activities to minimize service disruption to the area.	Advance notification of utility disruptions will be made to affected parties. All utility work will be monitored during construction to address the proposed mitigation.	7.2.3

9.0 MONITORING

9.0 MONITORING

This section outlines the Region's program of construction monitoring to ensure that the identified commitments, as outlined in Section 8.0, are undertaken effectively. Monitoring is an integral part of the Region's projects and recognizes that monitoring must be individually tailored for each project.

During construction, the Region will ensure that implementation of mitigating measures and key design features is consistent with the contract and external commitments. In addition, the Region will assess the effectiveness of its environmental mitigating measures during construction to ensure the following:

- ▶ individual mitigating measures are providing the expected control and/or protection
- ▶ composite control and/or protection provided by mitigating measures is adequate
- ▶ additional mitigating measures are provided, as required, for unanticipated environmental problems which may develop during construction.

Following construction, monitoring will ensure that any follow-up information is provided to external agencies as per any outstanding environmental commitments.

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REFERENCES

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- [33] Freeman, E., 1978, *Geological Highway Map, Southern Ontario*, Ontario Geological Survey Map 2418.
- [34] A Coordinated Effort by Environment Canada, Fisheries and Oceans Canada, Ministry of Natural Resources, Royal Botanical Gardens and the Ministry of Agriculture and Food, *Hamilton Harbour Remedial Action Plan*, 1988.
- [35] Planning and Development Department, *Residential Enclaves Program Hamilton*.
- [36] Peto MacCallum Ltd., *Geotechnical Investigation - Victoria Avenue/Wellington Street Underpass Structure", Perimeter Road Feasibility Study, Hamilton, Ontario*, 1989.

- [37] Presant, E.W., Wickland, R.E., and Mathews, B.C., *Soils of Wentworth County, Report No. 32 of the Ontario Soil Survey*, 1965.
- [38] Mayer, Poulton and Associates Inc. in association with David Cumming Associates, *Heritage Resource Assessment - Hamilton Perimeter Road*, June 1989.
- [39] Travel Forecasting Section of the Region of Hamilton-Wentworth, *Technical Memorandum #1 - Assessment of 2001 Conditions*, March 1993.
- [40] Travel Forecasting Section of the Region of Hamilton-Wentworth, *Technical Memorandum #2 - Assessment of Mature State Conditions*, March 1993.

APPENDIX A

Summary Report of Consultation Activities up to PIC No. 1

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET**

BETWEEN WELLINGTON STREET TO BIRCH AVENUE

**PUBLIC INFORMATION CENTRE NO. 1
SUMMARY REPORT**

prepared by

HATCH ASSOCIATES LTD.

JUNE 1993

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**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

EXECUTIVE SUMMARY

This report documents the first round of public consultation activities undertaken with respect to the Class Environmental Assessment (EA) for Burlington Street between Wellington Street to Birch Avenue.

Initially, various government ministries, affected agencies, utilities, Regional and City staff were made aware of the Class EA study through notification letters, which were sent to over 50 contacts. These contacts were provided by the Region's Roads Department and supplemented through the review of relevant background reports. In addition, a newspaper advertisement to announce the study was placed in the Hamilton Spectator on Saturday, May 1, 1993 and Wednesday, May 5, 1993.

The first Public Information Centre (PIC) was held to introduce the study to the community, to present and gain input from the community on background information, to obtain community perception of the issues and concerns and to ensure the completeness of range of planning solutions identified and recommended.

The public were notified of the PIC by newspaper advertisements in the Hamilton Spectator, one week prior to the PIC (Wednesday, June 2, 1993 and Saturday, June 5, 1993). In addition, approximately 2,000 brochures were delivered to residents, businesses and institutions within the study area, and to those who had expressed interest after the initial study notification.

The PIC was held on Tuesday, June 9, 1993 and was arranged to permit visitors to view displays in a walk-through format. Representatives from the Region's Roads and Planning Departments and from Hatch Associates were available to present information and answer questions.

1.0 INTRODUCTION

The Regional Municipality of Hamilton-Wentworth, as part of their Capital Works and Maintenance Program, have initiated a study along Burlington Street, between Wellington Street and Birch Avenue. Hatch Associates have been retained by the Region to undertake this study to meet the requirements of the Class Environmental Assessment for Municipal Road Projects.

The purpose of the study is to recommend improvements along Burlington Street in a manner which achieves an appropriate balance between impacts, transportation service and cost to two identified problems:

- poor pavement condition
 - ongoing maintenance costs
 - safety concerns

- traffic operational problems
 - difficult access to and from entrances
 - large truck turning movements
 - truck infiltration into adjacent neighbourhoods
 - safety.

This report documents and summarizes the public consultation activities from the initial study notification to the first Public Information Centre.

study area, explained the public consultation process and solicited comments and issues on the study. Contact persons, Harold Sich of Hatch Associates and Pamela Hubbard, Environmental Planner with the Region of Hamilton-Wentworth, were again provided for further information. A copy of the display advertisement is provided in Appendix B.

2.2.3 Preliminary Meetings

After the initial study notification and in addition to regular meetings with the Region of Hamilton-Wentworth Roads Department, the following key preliminary meetings were held:

- Region of Hamilton-Wentworth Planning and Development Department
 - April 4, 1993 - to obtain and review relevant background material and to identify key issues
 - June 3, 1993 - to review the study status and to discuss the presentation material for the Public Information Centre
- City of Hamilton Property Department
 - May 20, 1993 - to obtain and discuss status and history of properties along Burlington Street
- The Hamilton Harbour Commission
 - June 3, 1993 - to review the study status, to solicit comments and issues and to discuss the presentation material for the Public Information Centre

In addition, several other meetings and phone contacts were made during the collection of data with various agencies.

(Harold Sich, Project Manager) were listed as available for further comments or questions. A Portuguese - speaking contact from Hatch Associates was also provided as a contact given the significant local Portuguese population (one inquiry was recorded).

Figure 1 outlines the extent of the general brochure distribution. A copy of the brochure is included in Appendix E.

3.1.3 PIC No. 1 Brochure - Direct Distribution

In addition to the general brochure distribution, direct mailout of approximately 80 letters was made to those individuals and groups identified on the contact list prior to the PIC date.

3.2 Public Information Centre No. 1

The PIC consisted of a walk-through public information session for viewing of the study displays from approximately 6:30 pm to 9:00 pm. Displays included inventory mapping, text explaining the EA process, text describing the analysis and evaluation of the planning solutions and further mapping and text to describe the preliminary design alternatives and evaluation factors.

Upon arrival, attendees were encouraged to sign in at the registration table, at which time they were given a handout of the display material and a blank comment form to record their concerns/issues. Comment forms and pens were made available in the centre of the displays in order for visitors to express their concerns in writing and to deposit them on location. A copy of the handout is provided in Appendix F.

The display boards were laid out so as to permit a free flow of attendees in a walk-through format. Representatives from both Hatch Associates and the Region's Roads and Planning Department were available to encourage visitors to express their concerns, to explain the environmental assessment process, to discuss the evaluation of the planning solutions, to describe the preliminary design alternatives and evaluation factors and to answer any other questions.

Thirty-six attendees signed in at the registration table. A number of people by-passed the sign-in table and a number of couples attended, so the actual attendance figures would be higher.

A copy of the attendance register is included in Appendix G.

3.3 Summary of Written Comments

Attendees were given an opportunity to ask questions regarding the study to staff from Hatch and the Region of Hamilton-Wentworth during the walk-through session. Also, every attendee was encouraged to fill out a comment form before leaving the PIC.

A total of 16 written comment forms were left at PIC. Two comment forms were either mailed or faxed later (as of July 30, 1993).

The comments were summarized and categorized according to the following categories: alternatives, transportation, social-economic environment, natural environment and cost. Figure 2 provides a breakdown of these broad categories into more detailed comments. Note that one person may have made more than one comment.

Provided below is a discussion of the more frequent comments which were recorded for each category.

Alternatives

- general agreement that something should be done along Burlington Street to improve both the pavement condition and traffic operations
- no consensus on the preliminary design alternatives

Transportation

- a number of comments regarding traffic and safety concerns along Burlington Street were provided

Socio-economic Environment

- a large number of comments were related to the existing noise and vibration along both Burlington and Wellington Streets
- concern about displacement and disruption to a few residents and businesses along Burlington Street was noted

ISSUE	No. of People Commenting
• alternative D requires least displacement of people and businesses	1
• Burlington St. between Wellington St. and James St. should be reduced to 2 traffic lanes and 1 turning lane	1
• Wellington St. and Victoria St. should extend to waterfront	1
• changes to the Burlington-Wellington intersection will impact CanAmera directly. We would be concerned with any option that limits truck traffic west of Wellington. Presently we have approximately 15,000 trucks per year turning off of Burlington going north just west of Wellington	1
TRANSPORTATION	13
• little truck traffic west of Wellington St.	1
• improve Burlington St. but no widening	1
• opportunities for pedestrian movement decrease with road widening	1
• visibility and accessibility problems for pedestrians and drivers	1
• difficulty navigating Burlington St. east of study area due to overpasses	1
• traffic speeding along Burlington St.	1
• speed limit signs should be larger	1
• lights at Hillyard St. cause many accidents	1
• shorter traffic light interval for eastbound traffic at Wellington St.	1
• strongly support improvements to Burlington between Birch St. and Wellington St.	1
• future plans require closing Victoria St. north of Burlington St. as early as summer of 1994	1
• truck traffic will increase if widened	1
• no parking presently along Burlington St.	1
SOCIAL ENVIRONMENT	13
• truck traffic along Maplewood between Sherman Ave. and Gage St. is noisy and dirty	1
• trucks shake house at night	1
• dirt from trucks	1
• widening will increase noise	1

4.0 ACTION BY THE STUDY TEAM

The study team will make available this report to the Region for use and information purposes and to others who have indicated interest in the decisions made during the study.

Specific concerns/comments which have been raised by the public will be addressed by the study team. Meetings with municipal representatives, certain agencies (Hamilton Harbour Commission), those which have indicated a desire for active involvement, and individual stakeholders will be held to discuss their concerns and to review the design alternatives and the method of evaluation.

All written comments received, including the comment sheets from the PIC, have been or are being responded to individually including distribution of requested material. The contact list will be updated for future notifications of the study.

APPENDIX A

STUDY CONTACT LIST (as of July 30, 1993)

LEGEND FOR CONTACT LIST

20	Block Parents
21	Business Groups
22	Churches
23	Community Media
24	City Council
25	Environmental Agencies
26	Federal Agencies
27	General Public
28	Hospitals
29	MPs
30	MPPs
31	Neighbour Watch
32	Provincial Ministries
33	Public Agencies
34	Public Schools (Public and Separate)
35	Ratepayers and Community Groups
36	School Boards
37	School Board Trustees (Public and Separate)
38	Secondary Schools (Public and Separate)
39	Seniors
40	Services and Fraternal Groups
41	Services and Fraternal Groups
42	Social/Cultural Agencies
43	Utilities
44	Libraries

X -	Not Included in Direct Mailout
Date -	Included in Direct Mailout
Comments -	History of Contact

COMMUNITY MEDIA (23)

	INITIAL	PIC #1	PIC #2	COMMENTS
The Hamilton Spectator 44 Frid Street Hamilton, Ontario L8N 3G3 Tel: (416) 526-3333 (Switchboard) 23	✓	✓		- advised through the various notices

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. B. Allison M.M. Dillon Limited 1425 Bishop Street Cambridge, Ontario N1R 6J9 Tel: (519) 623-6761 27	X	June 1/93		- Wants to be notified of PIC's (provided background information from Perimeter Road)
Mr. D. Robbins Robbinex Inc. 238 James Street North P.O. Box 83014 Hamilton, Ontario L8L 8E8 Tel: (519) 523-7510 (Bus.) 27	X	June 1/93		- added after initial advertisement May 5/93 - owner of Smith McKay Florists at 295 McNab St. N
Mr. Jim Scrimshaw 3436 Rubens Court Burlington, Ontario L7N 3K8 Tel: (416) 632-0407 27	X	June 1/93		- added after initial advertisement May 5/93 - in favour of Perimeter Rd., Red Hill Creek Expwy and as result, this project also
Mr. Michael Mark Mark's Welding Service Ltd. 466 Burlington Street Hamilton, Ontario L8L 4H9 Tel: (416) 548-0757 27	X	June 1/93		- added after initial advertisement May 12/93 - owner of building at Wellington St. and at Wentworth St. - part of Perimeter Rd?
Mr. Chico Sihra 118 Hillyard Street Hamilton, Ontario L8L 6B6 Tel: (416) 528-3658 27	X	June 1/93		- added after initial advertisement May 6/93 - on corner of Burlington St. and Hillyard St. and owns body shop and wants to put up a building - how much property will be required?
Mr. Wayne Simpson 22 Oliver Street Hamilton, Ontario L8L 4K8 Tel: (416) 529-8035 27	X	June 1/93		- added after initial advertisement May 5/93 - property backs onto Burlington St.
Mr. Eric Campbell 274 Robert Street Hamilton, Ontario L8L 2R4 Tel: (416) 528-4004 27	X	June 1/93		- added after initial advertisement May 12, 1993
Mr. B. Munro Canadian Portland Cement Association 703 - 1500 Don Mills Road Toronto, Ontario M3B 3K4 Tel: (416) 449-3708 27	X	June 1/93		- added after initial advertisement May 12, 1993 - would like us to consider the use of concrete pavement (He was told the Class EA will determine the selected design, i.e. widening. The type of pavement structure will not impact the evaluation, but consideration will be given in the predesign.)

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. Art Lomas Hamilton Automobile Club 393 Main Street East Hamilton, Ontario L8N 1J7 Tel: (416) 525-1210 27	X	X		- added after PIC #1 notice - relationship to Perimeter Road? - concerned about pedestrian crossings and refuge (median?) and turning radii for larger trucks
Mr. Guido Kelly 319 Sherman Avenue North P.O. Box 2943 Hamilton, Ontario L8N 3P4 Tel: (416) 548-5284 27	X	X		- added after PIC #1 notice - associated with Slater Steel - information package sent out
Mrs. Pollard 600 John Street North Apt. 1401 Hamilton, Ontario L8L 6B3 Tel: (416) 572-6753 27	X	X		- added after PIC #1 notice - disabled and uses DARTS and taxis who complain about the bad road conditions - better road condition would lead to fewer accidents and agrees that some action is required
Mr. Patrick Sawyer 81 Hillyard Street Hamilton, Ontario L8 Tel: (416) 27	X	X		- added after PIC #1 notice - expropriation?
Ms. Michele Aucoin 10 Oliver Street Hamilton, Ontario L8L 4K8 Tel: (416) 27	X	X		- added after notice of PIC #1 - concerned that trucks use local streets (Wilfred and Oliver) - also industrial dust complaints
Ms. Anne Stevens 7 Regency Street Hamilton, Ontario L8T 4V2 Tel: (416) 528-7988 27	X	X		- added after notice of PIC #1 - interested in 88 Niagara Street (1st house back from Burlington) - would like to sell and determine if property and real estate values will be affected - information package sent out
Mr. Silvano Morosin 653 Iroquois Avenue Ancaster, Ontario L9G 3V6 Tel: (416) 648-1011 27	X	X		- added after PIC #1 notice - parents live one house off Burlington Street (653 Wentworth Street) - need connection to Hwy 403 otherwise Burlington Street not a problem if industry is declining
Mr. William Ormond Industrial Tools Inc. 622 Burlington Street East Hamilton, Ontario L8L 7T4 Tel: (416) 525-1141 27	X	X		- added after notice of PIC #1 - owner at corner of Burlington and McKinistry - widening of Burlington?

PROVINCIAL MINISTRIES (32)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. A. Stewart, Regional Director Ministry of Natural Resources Central Region Box 9000 Huntsville, Ontario POA 1K0 Tel: (705) 789-9611 32	May 10/93	June 1/93		
Mr. J. McFadden, Manager Ministry of Natural Resources Cambridge District 2186 Beaverville Road P.O. Box 2186 Cambridge, Ontario N3C 2W1 Tel: (519) 658-9355 32	May 10/93	June 1/93		
Mr. D. Cornish, Area Manager Ministry of Community and Social Services Hamilton Area 119 King Street West, 6th Floor P.O. Box 2112, Hamilton, Ontario L8N 3Z9 Tel: (416) 521-7350 32	May 10/93	June 1/93		
Mr. M. Hamilton, Regional Director Ministry of Community and Social Services Southwest Regional Office 195 Dufferin Avenue London, Ontario N6A 1K7 Tel: (519) 438-8344 32	May 10/93	June 1/93		
Mr. L.J. Fincham, Director Ministry of Municipal Affairs Plans Administration Branch 777 Bay Street, 14th Floor Toronto, Ontario M5G 2E5 Tel: (416) 585-6025 32	May 10/93	June 1/93	X	- no further involvement necessary (Mr. B. Hudson)
Ms. Pat Vanini Ministry of Municipal Affairs Plans Administration Branch 777 Bay Street, 14th Floor Toronto, Ontario M5G 2E5 Tel: (416) 585-6058 32	May 10/93	June 1/93	X	- called May 17 to revise contact - response to follow (next entry)

PROVINCIAL MINISTRIES (32)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. W.G. Long, Regional Director Ministry of Economic Development and Trade Suite 200, Bank of Montreal Tower 1 James Street North Hamilton, Ontario L8R 2K3 Tel: (416) 521-7783 32	May 10/93	X	X	- indicated changes to the Ministry (title and address) - letter passed on to Mr. Geoff Green, the Sr. Business Consultant handling this region
Mr. G.S.L. Green, P.Eng. Ministry of Economic Development and Trade Suite 100, Bank of Montreal Tower 1 James Steet North Hamilton, Ontario L8R 2K3 Tel: (416) 521-7783 32	X	X		- wants to be kept informed through minutes of external team meetings
Ms. Carol Harris Lonero Ministry of Finance Frost Building North, 4th Floor Queen's Park Toronto, Ontario M7A 1Y7 Tel: (416) 965-6566 32	May 10/93	X	X	- no further interest in study
Mr. J. Robinson Ministry of Transportation District No. 4, Burlington 1182 North Shore Boulevard East P.O. Box 5020 Burlington, Ontario L7R 3Z9 Tel: (416) 527-9133 32	May 10/93	June 1/93		
Mr. A. Alic, Manager Ministry of Government Services Real Estate Branch - West Development and Appraisals 777 Bay Street, 16th Floor Toronto, Ontario M5G 2E5 Tel: (416) 585-6756 32	May 10/93	June 1/93		
Ms. Angela Azzopardi Environmental Assessment Evaluator Ministry of the Environment and Energy West Central Region 119 King Street West, 12th Floor P.O. Box 2112 Hamilton, Ontario L8N 3Z9 Tel: (416) 521-7640 32	May 10/93	June 1/93		- wants to comment on decisions made and of PIC's - PIC #1 summary sent out

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. C.A. Brittan, Director Policy and Planning Branch Ontario Provincial Police 90 Harbour Street, 3rd Floor Toronto, Ontario M7A 2S1 Tel: 965-2542 33	May 10/93	X	X	- Mr. A. Squires indicated (by phone) no further interest in study if Regional Police contacted (yes)
Ms. G. de Boer, Senior Planner Niagara Escarpment Commission 166 Main Street West Grimsby, Ontario L3M 1S3 Tel: (416) 945-9235 33	May 10/93	June 1/93		- Mr. S. Stone phoned to indicate no further interest in the study
Mr. Jeff Brookfield Port Planner The Hamilton Harbour Commissioners 605 James Street North Hamilton, Ontario L8L 1K1 Tel: (416) 525-4330 33	May 10/93	June 1/93		- wants to keep informed through minutes of external team meetings and comment on decisions made - wants to be notified of Public Information Centres
Mr. E. Elman, Chairperson Central Area Plan Implementation Committee Hamilton City Hall 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-2700 33	May 10/93	June 1/93		
Mr. Murray Main, P.Eng. Director, Traffic Services Hamilton City Hall Traffic Department 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-4510 33	May 10/93	June 1/93		- wants active involvement in the assessment of alternatives and willing to attend meetings
Mr. R. Prowse, Clerk Regional Clerk's Department Region of Hamilton-Wentworth 119 King Street West, 15th Floor Hamilton, Ontario L8P 4T9 Tel: (416) 546-4154 33	May 10/93	June 1/93		
Mr. A. McLaughlin Hamilton Street Railway Department of Transportation Services 330 Wentworth Street North Hamilton, Ontario L8L 5W2 Tel: (416) 528-4200 33	May 10/93	June 1/93		- changed contact - want to comment on the decisions made

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. V. Matus Manager, Urban Design Local Planning Department Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-4455 33	May 10/93	X		- Mr. V. Abraham (Director of Local Planning) indicated further involvement through Ms. Tanner - subsequent response (June 2) indicating involvement in the assessment of alternatives and willing to attend meetings
Mr. V. DePietro Senior Property Officer City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-4502 33	X	June 1/93		- added after initial advertisement May 5/92 - will be advised throughout the study
Mr. P. Mallard Head, Rezoning Matters, OPA Local Planning Department Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-4221 33	May 10/93	X	X	- Mr. V. Abraham (Director of Local Planning) indicated further involvement through Ms. Tanner
Mr. A. Georgieff Director, Regional Planning Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-4186 33	May 10/93	June 1/93		
Mr. D. Godley Manager, Land Use and Policy Planning and Development Department Region of Hamilton-Wentworth 119 King Street West, 14th Floor P.O. Box 910 Hamilton, Ontario L8N 3V9 Tel: (416) 546-4153 33	May 10/93	June 1/93		- to be informed about project through minutes of external team meetings and notification of PIC's
Mr. B. Hunter Department of Public Health Services Health Unit Region of Hamilton-Wentworth 25 Main Street West, 2nd Floor P.O. Box 897 Hamilton, Ontario L8N 3P6 Tel: (416) 546-3500 33	May 10/93	June 1/93		

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. K. Christenson Legislative Assistant, Secretary Transport and Environment Committee City Clerk's Department City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-2728 33	May 10/93	X	X	- no further interest in study
Mr. J. Schatz, City Clerk City Clerk's Department City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (416) 546-2728 33	May 10/93	June 1/93		
Mr. B.S. Konkle Director, Planning and Engineering Hamilton Region Conservation Authority 838 Mineral Springs Road P.O. Box 7099 Ancaster, Ontario L9G 3L3 Tel: (416) 525-2181 33	May 10/93	June 1/93	X	- no further involvement necessary (letter from Mr. S. Peck)
Ms. Katherine Chute The Hamilton Harbour Commissioners 605 James Street North Hamilton, Ontario L8L 1K1 Tel: (416) 525-4330 32	X	X		- added after PIC #1 notification - wants to keep informed through minutes of external team meetings and comment on decisions made
Mr. Doug Pateman The Hamilton Harbour Commissioners 605 James Street North Hamilton, Ontario L8L 1K1 Tel: (416) 525-4330 32	X	X		- added after PIC #1 notification - wants to keep informed through minutes of external team meetings and comment on decision made - wants to be notified of Public Information Centres - would like to see improved access to Piers 11, 12 and 14 by widening and signalizing Emerald Street and possible closing of Victoria Street to the north

PUBLIC SCHOOLS (34)

	INITIAL	PIC #1	PIC #2	COMMENTS
Bennetto Middle Public School 444 Hughson Street North Hamilton, Ontario L8L 4N5 Tel: (416) 526-7666 34	X	June 1/93		
Robert Land Public School 460 Wentworth Street North Hamilton, Ontario L8L 5W8 Tel: (416) 527-1563 34	X	June 1/93		
St. Lawrence's Elementary School 88 Macauley Street East Hamilton, Ontario L8L 3X3 Tel: (416) 529-6625 34	X	June 1/93		
Centennial Public School 47 Simcoe Street East Hamilton, Ontario L8L 3N2 Tel: (416) 528-6341 34	X	June 1/93		

SCHOOL BOARDS (36)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. J. Wytire Transportation Department The Hamilton-Wentworth Roman Catholic Separate School Board 90 Mulberry Street P.O. Box 2012 Hamilton, Ontario L8N 3R9 Tel: (416) 525-2930 36	X	June 1/93		
Mr. Jackson Research Supervisor Hamilton Board of Education 100 Main Street West Hamilton, Ontario L8N 3L1 Tel: (416) 527-5092 36	X	June 1/93		

UTILITIES (43)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. W.A. Thomas, P.Eng. Hamilton Hydro-Electric System 55 John Street Hamilton, Ontario L8N 3E4 Tel: (416) 522-6611 43	X	June 1/93		
Mr. T. Byrne Ontario Hydro Dundas Area 40 Olympic Drive Dundas, Ontario L9H 5E9 Tel: (416) 628-6677 43	X	June 1/93		
Ms. Jane Reynolds Bell Canada 66 Bay Street South, 6th Floor Hamilton, Ontario L8N 3H2 Tel: (416) 526-5703 43	X	June 1/93		
Mr. C. Parrish Union Gas 23 Main Street P.O. Box 10 Hamilton, Ontario L8N 3A5 Tel: (416) 545-8444 43	X	June 1/93		
TransCanada Pipelines Right-of-Way Department P.O. Box 1000, Station M Calgary, Alberta T2P 4K5 Tel: (403) 262-6100 43	X	June 1/93		
Mr. S.A. Ramsay Interprovincial Pipeline Limited 125 Lakeshore Boulevard Road East Suite 303 Oakville, Ontario L6J 1H3 Tel: (416) 849-7811 43	X	June 1/93		
Mr. G. Murphy Trans-Northern Pipelines Inc. Manulife Centre, Suite 1212 55 Bloor Street West Toronto, Ontario M4W 3H3 Tel: (416) 924-3353 43	X	June 1/93		

LIBRARIES (44)

	INITIAL	PIC #1	PIC #2	COMMENTS
Picton Branch Library 502 James Street North Hamilton, Ontario L8L 1J3 Tel: (416) 546-3494 44	X	June 1/93 (drop off)		

APPENDIX B

STUDY NOTIFICATION LETTER



HATCH ASSOCIATES LTD.

HATCH

2800 Speakman Drive, Mississauga, Ontario L5K 2R7, Canada
Telephone (416) 855-7600 Fax (416) 855-8270

May 12, 1993

Mr. Allan Stewart, Regional Director
Ministry of Natural Resources
Central Region
820 Yonge Street South
R.R. 2
Aurora, Ontario
L4G 3G8

Dear Mr. Stewart:

Re: Notice of Preliminary Design Study
Burlington Street - Wellington Street to Birch Avenue

The Regional Municipality of Hamilton-Wentworth has initiated a preliminary design study to examine potential improvements to Burlington Street from Wellington Street to Birch Avenue in the City of Hamilton (see attached maps).

Various alternative improvements are being considered in order to correct the existing structural and operational deficiencies on this roadway. Subject to the final outcome of the study, solutions may include the addition of lanes, intersection improvements, sidewalk and boulevard improvements and operational improvements. The study follows a Class Environmental Assessment process, approved for roadway projects of this type. An Environmental Study Report will be submitted to the Ministry of the Environment, and will be available for public viewing, with a further notice published at that time. In addition, two Public Information Centres will be held to provide an opportunity to review and discuss the project with representatives of the study team. The first Public Information Centre will be held June 9 and you will be notified shortly of this presentation.

The study team is interested in hearing any comments or concerns you may have. Comments and information regarding this study are being collected to assist the Region in meeting requirements under the Environmental Assessment Act. We would appreciate if you could fill in the attached form and let us know if you want to be involved in the study or if you have information that would be useful in planning this project. They will be maintained as a public database and will be kept on file for use during the study and, unless otherwise requested, may be included in study documentation which is made available for public review.



STUDY LOCATION

**THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
BURLINGTON STREET ENVIRONMENTAL STUDY**

TYPE(S) OF INVOLVEMENT

Please specify how you would like to be kept informed of this project:

- ☐ No further involvement necessary.
- ☐ Keep informed about the progress and status of the project, through minutes of external team meetings.
- ☐ Active involvement in the assessment of the alternatives and/or discussions on this project. Willing to attend external team meetings.
- ☐ Want to comment on the decisions made, however, do not need to participate in meetings.
- ☐ Want to be notified of public information centres.
- ☐ Other (Please specify)

ADDITIONAL INFORMATION

Please list any projects that your agency is planning to carry out that may impact or be impacted by this project.

☐	Mapping (please specify)		☐	Site Specific Reports (please specify)	
☐	Technical Studies			☐	Other (please specify)
	☐	Physical	☐	Cultural	
	☐	Biological	☐	Economic	
	☐	Social			

CONCERNS/COMMENTS

NAME:

AGENCY:

ADDRESS:

APPENDIX C

STUDY NOTIFICATION NEWSPAPER ADVERTISEMENT


THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

NOTICE OF STUDY COMMENCEMENT BURLINGTON STREET FROM WELLINGTON STREET TO BIRCH AVENUE

The Regional Municipality of Hamilton-Wentworth has initiated a preliminary design study to examine potential improvements to Burlington Street from Wellington Street to Birch Avenue in the City of Hamilton.

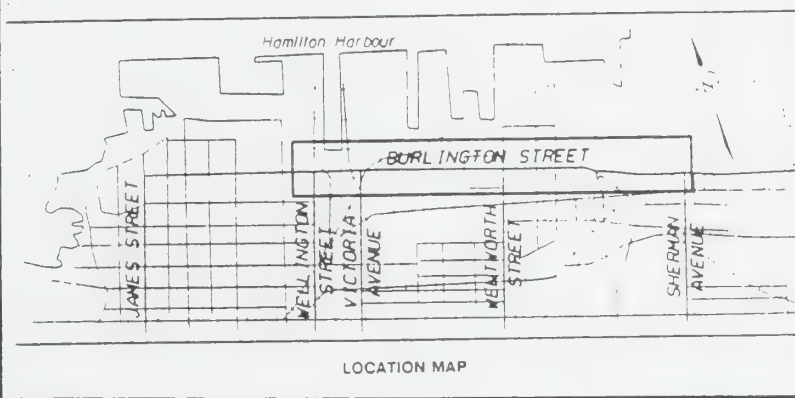
Various alternative improvements are being considered in order to correct the existing structural and operational deficiencies on this roadway. Subject to the final outcome of the study, solutions may include the addition of lanes, intersection improvements, sidewalk and boulevard improvements and operational improvements.

The study is following the process outlined in the Class Environmental Assessment for Municipal Road Projects. This is a five phase process that includes public consultation early in the project planning. Public Information Centres will be held during the study to provide an opportunity for the public to review and discuss the study with representatives of the study team. The first Public Information Centre will be held in early June 1993 and will be advertised in local newspapers and through distribution of notices in the study area.

We are interested in receiving comments or concerns from individuals or groups about this study. If you wish to be involved in the study or to be placed on the mailing list, please contact:

Pamela Hubbard
Environmental Planner
Roads Department
The Regional Municipality of
Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, ON L8P 1H1
Telephone: (416) 546-2388

Harold Sich, P.Eng.
Project Manager
Hatch Associates
2800 Speakman Drive
Mississauga, ON L5K 2R7
Telephone: (416) 855-7600



ADVERTISEMENT IN HAMILTON
SPECTATOR (MAY 3, 1993)

7686-71-2-101

APPENDIX D

NEWSPAPER ADVERTISEMENT FOR PUBLIC INFORMATION CENTRE NO. 1

NOTICE OF PUBLIC INFORMATION CENTRE BURLINGTON STREET from Wellington Street to Birch Avenue

The Region has initiated an environmental assessment study to design improvements to Burlington Street from Wellington Street to Birch Avenue in the City of Hamilton. The purpose of this project is to improve operational problems associated with turning movements and truck traffic and the condition of the roadway pavement.

Comments and information regarding this study are being collected to assist in meeting the requirements of the Class Environmental Assessment for Municipal Road Projects process. The study process makes provision for extensive public consultation to allow for a full range of input by interested and affected parties. The first Public Information Centre to discuss the study will be held:

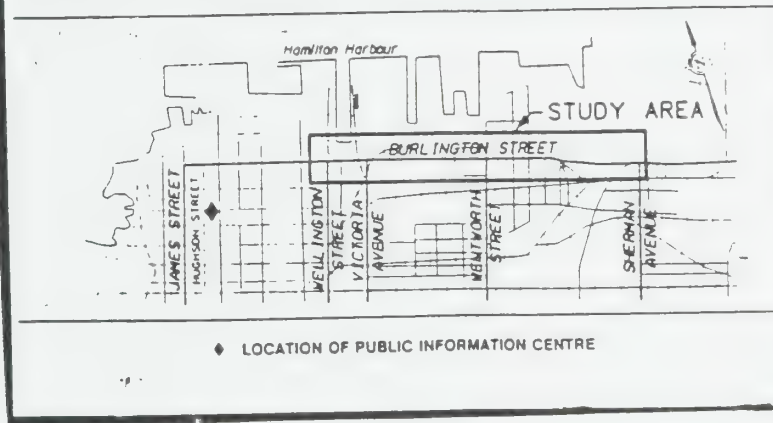
DATE: WEDNESDAY, JUNE 9, 1993
TIME: 6:30 - 9:00 p.m.
LOCATION: BENNETTO ELEMENTARY SCHOOL (Gymnasium)
444 Hughson Street North

The purpose of this information Centre is to introduce the study to the community, to present preliminary alternatives and evaluation factors and to gain input and understanding of community issues. Representatives from the Region and the Consultant will be available to explain the environmental assessment process and to answer questions.

If you are unable to attend and wish to obtain information or submit verbal or written comment about the study at any time, please contact:

Pamela Hubbard
Environmental Planner
Roads Department
The Regional Municipality of
Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, ON L8P 1H1
Tel: (416) 546-2388
Fax: (416) 546-2385

Harold Sich, P.Eng.
Project Manager
Hatch Associates
2800 Speakman Drive
Mississauga, ON L5K 2R7
Tel: (416) 855-7600
Fax: (416) 855-8270



ADVERTISEMENT IN HAMILTON
SPECTATOR (JUNE 2, 1993)

APPENDIX E

BROCHURE FOR PUBLIC INFORMATION CENTRE NO. 1

PUBLIC INFORMATION CENTRE

The Region is holding a public information centre to:

- introduce the study to the community
- gain input and understanding from the community on background information
- obtain community perception of issues and concerns
- ensure completeness of range of alternatives identified
- provide information to all interested parties

The following information will be available:

- the study process and schedule
- maps indicating existing conditions
- identified problems and deficiencies
- evaluation of planning solutions
- maps illustrating preliminary design alternatives
- preliminary factors to evaluate design alternatives

Staff from the Region and Hatch Associates will be available to answer questions and receive your opinion on these matters.

LOCATION: BENNETTO ELEMENTARY
SCHOOL (Gymnasium)
444 HUGHSON ST. NORTH

DATE: WEDNESDAY
JUNE 9, 1993

TIME: 6:30 - 9:00 p.m.

If you cannot attend the information centre but have questions or comments, please contact:

*Pamela Hubbard, Env. Planner
Roads Department
25 Main Street West
10th Floor
Hamilton, L8P 1H1
Tel: (416) 546 - 2388
Fax: (416) 546 - 2385*

or

*Harold Sich, P.Eng.
Project Manager
Hatch Associates
2800 Speakman Drive
Mississauga, L5K 2R7
Tel: (416) 855 - 7600
Fax: (416) 855 - 8270*

Para mais informações, por favor contactem:

*Alexandra Jardino
Telef: (416) 855-7600
Fax: (416) 855-8270*



REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

ROADS DEPARTMENT

**YOU ARE INVITED
TO ATTEND A
PUBLIC INFORMATION CENTRE**

**ESTÁ CONVIDADO
PARA PARTICIPAR NUM
CENTRO DE INFORMAÇÃO PÚBLICA
PARA FALAR SOBRE**

***Burlington Street
Study***

***between Wellington Street
and
Birch Avenue***

BACKGROUND

Through the review of background material, data collection and analysis and early consultation with the public and government agencies, the following concerns have been identified:

- poor pavement condition
 - ~ on-going maintenance costs
 - ~ safety concerns
- operational problems
 - ~ delays
 - ~ difficult access to and from entrances
 - ~ large truck turning movements
 - ~ traffic infiltration into the North End Neighbourhood
 - ~ safety concerns

If you have other concerns please let us know!

PURPOSE OF THE STUDY

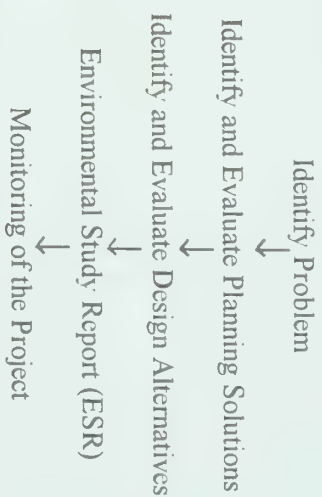
The purpose of this study is to recommend improvements to the identified problems (operational deficiencies, poor pavement condition) along Burlington Street in a manner which achieves an appropriate balance between impacts, transportation service and cost.

PUBLIC INVOLVEMENT

Public involvement is an essential part of the planning process. You are encouraged to participate and provide your comments. After this meeting, the design alternatives will be finalized and evaluated using your comments and concerns. It is anticipated that the next meeting will be held in September 1993.

ENVIRONMENTAL ASSESSMENT

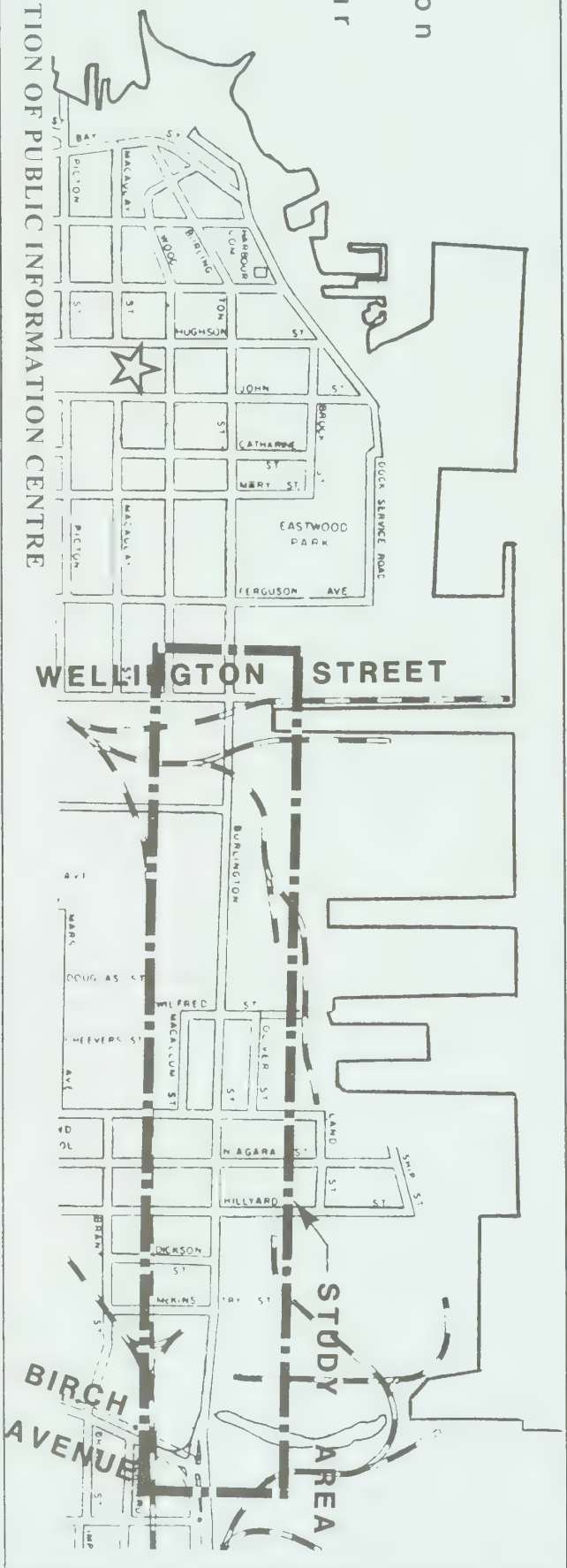
The Region is following the process described in the provincially approved document "Class Environmental Assessment for Municipal Road Projects". This process ensures that planning for the project considers and incorporates, where possible, public concerns and environmental impacts. The environment is defined as including physical, biological, social, cultural and economic factors. The Class Environmental Assessment (Class EA) follows a five phase process:



Hamilton
Harbour



LOCATION OF PUBLIC INFORMATION CENTRE



APPENDIX F

PUBLIC INFORMATION CENTRE NO. 1 HANDOUT MATERIAL

**REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH**

CLASS ENVIRONMENTAL ASSESSMENT

FOR

BURLINGTON STREET

BETWEEN

WELLINGTON STREET TO BIRCH AVENUE

INFORMATION PACKAGE

**PUBLIC INFORMATION MEETING
JUNE 9, 1993**

WELCOME

The Regional Municipality of Hamilton-Wentworth is undertaking a study to examine potential improvements to Burlington Street from Wellington Street to Birch Avenue in the City of Hamilton.

The Region is required to follow a planning process as specified in the document "Class Environmental Assessment for Municipal Road Projects".

The purpose of this public information meeting is:

- to introduce the study to the community
- to gain input and understanding from the community on:
 - background information
 - community perception of issues and concerns
 - completeness of range of alternatives identified
- to provide information to all interested parties

Please review the presentation material and you are encouraged to express your concerns and comments at any time.

CLASS ENVIRONMENTAL ASSESSMENT (CLASS EA)

WHAT IS A CLASS EA?

- planning and design process to compare and evaluate alternative solutions to a problem
- approved under the Environmental Assessment Act (EA Act) for all municipal road, water and sewage projects
- ensures that all potential environmental effects are considered

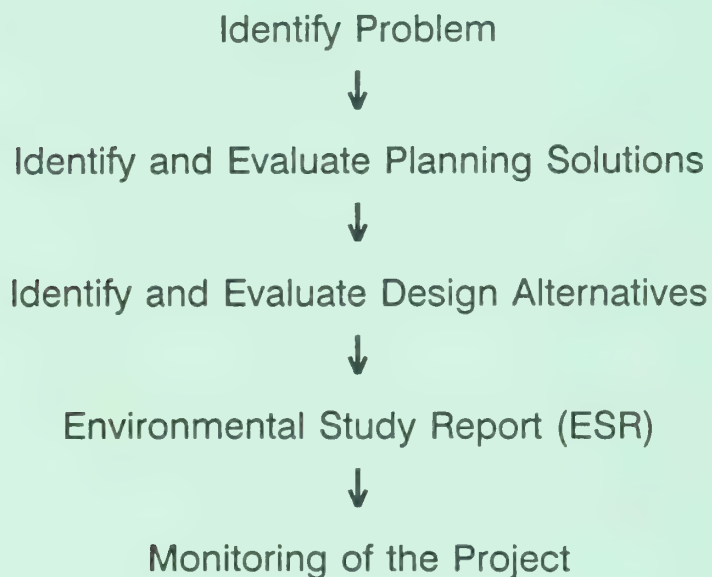
REQUIREMENTS OF THE CLASS EA

- consult with public and affected parties
- consider reasonable alternatives
- consider all aspects of the environment
- systematically evaluate net environmental effects
- provide clear and complete documentation

CLASS ENVIRONMENTAL ASSESSMENT (CLASS EA)

HOW DOES THE CLASS EA PROCESS WORK?

- five phase process

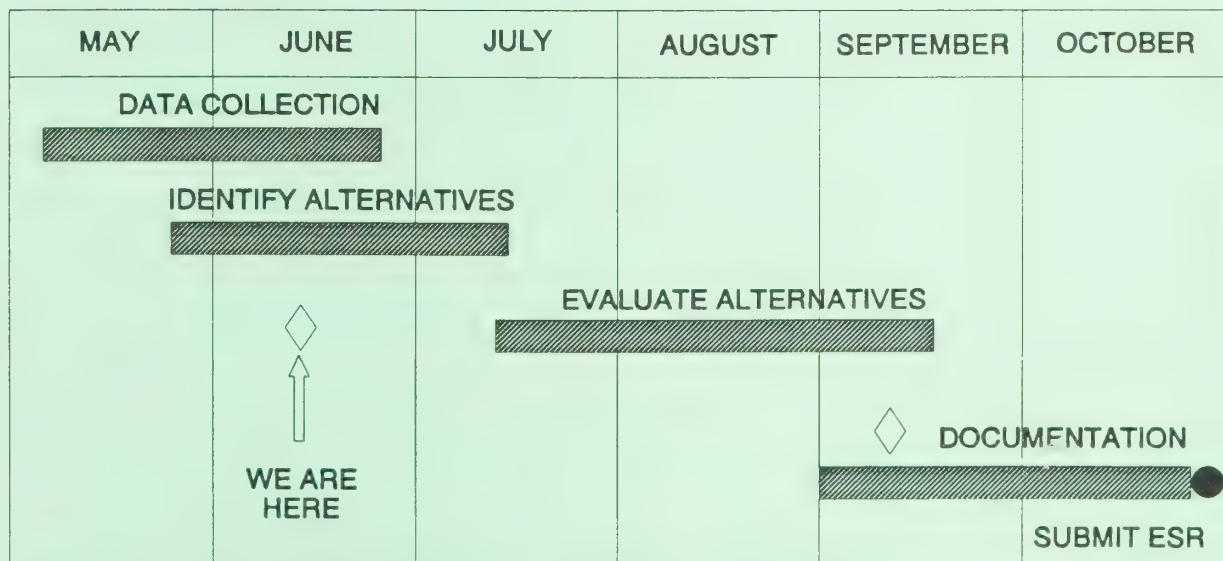


- a more extensive environmental review of the project can be requested by individuals or groups if significant concerns cannot be resolved through the Class EA process (please ask for more information)

STUDY INVOLVEMENT



STUDY SCHEDULE



PUBLIC INFORMATION CENTRES

DEFINITION OF THE ENVIRONMENT

The EA Act defines "environment" in very broad terms.

Environment means,

- (i) air, land or water,
- (ii) plant and animal life, including people,
- (iii) the social, economic and cultural conditions that influence the life of people or a community,
- (iv) any building structure, machine or other device or thing made by people,
- (v) any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from the activities of people, or
- (vi) any part or condition of the foregoing and the interrelationship between any two or more of them.

Not only does this definition include technical and financial aspects but it also includes social, cultural and economic factors as well as ecological factors affecting air, land and water. The definition of environment therefore incorporates both the "natural" and the "human" elements of the environment.

TRANSPORTATION

EXISTING

- designated as an arterial road in the Region's Official Plan
- serves as a major connecting road to other arterials and the QEW for the major industrial uses and waterfront attractions
- also provides local transportation service to adjacent residential communities
- Burlington Street to Wellington Street is a designated truck route
- carries significant truck traffic with large turning radii requirements
- generally a four lane roadway with numerous entrances with close proximity to intersections

FUTURE

- traffic volumes are not expected to increase with or without improvements for the following reasons
 - adjacent residential neighbourhoods are mature
 - adjacent industrial land uses will experience stable employment levels

LAND USE

The existing land uses along Burlington Street between Birch Avenue and Wellington Street can be summarized as:

- primarily a mixture of light and heavy industrial uses
- a pocket of residential development north and south of Burlington Street between Hillyard Street and Wilfred Street
- commercial uses located throughout the study area
- a number of vacant properties adjacent to the roadway

NATURAL ENVIRONMENT

No significant features or species have been identified in the study area.

THE PROBLEM

Through the review of background material, data collection and analysis and early consultation with the public and government agencies, the following concerns have been identified:

- poor pavement condition
 - increased and on-going maintenance costs
 - poor rideability creating safety concerns
- operational deficiencies
 - delays
 - difficult access to and from entrances
 - safety concerns due to truck turning movements
 - traffic infiltration into the North End Neighbourhood at the Burlington Street/Wellington Street intersection
- aesthetics
 - deteriorating pavement condition
 - poor boulevard/landscaping opportunities

If you have other concerns please let us know!

The purpose of the project will be then to improve the transportation service and condition of the roadway in a manner which achieves an appropriate balance between impacts, service and cost.

ALTERNATIVE PLANNING SOLUTIONS

The Class EA planning process requires the examination of a wide range of planning solutions. These alternatives must be functionally different from the proposed project and must satisfy the project need. For this study we have evaluated the following wide range of alternatives:

- Do Nothing
 - no improvements
- Rehabilitate Roadway
 - paving of Burlington Street
- Reconstruct Roadway
 - rebuild Burlington Street
- Minor Intersection Improvements
 - rebuild Burlington Street with adjustments to signal timings and minor intersection improvements
- Transit Improvements
 - rebuild Burlington Street with improved bus service
- Road Widenings
 - rebuild and widen Burlington Street
or
 - rebuild and widen Barton Street
- Land Use Initiatives
 - change to only one type of land use (i.e. residential neighbourhood to industrial)

The evaluation of planning solutions took into consideration the natural, social, economic, transportation and engineering aspects and the identified project objectives.

EVALUATION OF PLANNING SOLUTIONS

The following pages summarize the evaluation of the planning solutions with respect to the objectives of the project and through the use of factors representing the broad definition of the environment. The factors were selected on the basis of their significance and difference for the comparative evaluation between the planning solutions.

The only solution which fully met all the project objectives was the widening of Burlington Street. Please review the following pages and offer your comments.

BENEFITS OF THE RECOMMENDED SOLUTION

- improved traffic flow
- improved safety
- improved pavement structure
- reduced maintenance costs
- landscaping opportunities
- wider boulevard

EVALUATION OF PLANNING SOLUTIONS AGAINST PROJECT OBJECTIVES

Objectives	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
<u>SERVICE</u> To provide an improved quality of transportation service along Burlington St.	Does not meet the objective.	Does not enhance the objective.	Does not enhance the objective.	Marginally enhances the objective by improving the traffic operations along Burlington Street.	Does not meet the objective.	Does not meet the objective.	Fully meets the objective by improving the traffic operations along Burlington Street.	Potentially meets the objective.
To support the existing and future transportation network of the Region.	Does not enhance the objective.	Does not enhance the objective.	Does not enhance the objective.	Partially meets the objective by supporting the local arterial roads.	Does not meet the objective.	Does not meet the objective.	Fully meets the objective. Provides continuity with Burlington St. to the east and maintains flexibility for the planned transportation network.	Potentially enhances the objective.
To improve the structural adequacy of the pavement.	Does not meet the objective.	Does not effectively meet the objective.	Fully meets the objective.	Fully meets the objective.	Fully meets the objective.	Does not meet the objective.	Fully meets the objective.	Does not meet the objective.

Objectives	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
<u>IMPACTS</u> To minimize disruption of the environment and the community.	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration.	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration.	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration.	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration.	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration.	No major disruption but increased operational problems would cause increased air pollution, noise and traffic infiltration along Burlington St. Major disruption along Barton St.	Short term disruption during construction. Some dislocation of residences but overall quality of life to improve.	Major dislocation of the community.
To maximize compatibility with existing committed and proposed land uses of the Region and City.	This solution is not supportive of proposed land uses.	This solution is not supportive of proposed land uses.	This solution is not supportive of proposed land uses.	This solution is not supportive of proposed land uses.	This solution is not supportive of proposed land uses.	This solution is not compatible with both existing committed and proposed land uses.	This solution is supportive of proposed land use.	Fully meets the objective of the proposed land use.
<u>COST</u> To minimize all costs.	Meets the capital cost objective but not maintenance cost objectives.	Meets the capital cost objective but marginally addresses the maintenance cost objectives.	Medium capital cost investment but minimizes maintenance costs.	Medium capital cost investment but minimizes maintenance costs.	Medium capital cost investment but minimizes maintenance costs.	High capital and very high property cost investment and does not reduce maintenance costs along Burlington St.	High capital and property cost investment but minimizes maintenance cost. Potential decommissioning or mitigation costs.	Significant property cost investment. Potentially very high decommissioning costs.
<u>SUMMARY</u>	Does not meet the majority of the objectives.	Does not meet the majority of the objectives.	Does not meet the majority of the objectives.	Does not meet the majority of the objectives.	Does not meet the majority of the objectives.	Does not meet the majority of the objectives.	The solution meets or supports all of the objectives.	Does not meet the majority of the objectives.

*

RECOMMENDED FOR DETAILED EVALUATION

*

EVALUATION SUMMARY OF PLANNING SOLUTIONS

Factor Grouping/ Factor	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
<u>TRANSPORTATION SERVICE</u> Operations	No improvement	No improvement	No improvement	Minor improvement at intersections	No improvement	No significant improvement along Burlington St.	Significant improvement of traffic operations along Burlington Street	Improvements to traffic operations
Safety	No improvement	No improvement	No improvement	Improves safety at intersections. Does not improve safety concerns associated with accesses and turning movements.	No significant improvement	No improvement	Improves safety due to better accessibility and traffic flow	Improvement by removing local traffic and residential accesses
Accessibility	No improvement	No improvement	No improvement	No significant improvement	No improvement	No improvement	Significant improvement	Improvement by removing local accesses
Network Compatibility	No change	No change	No change	Enhances existing local arterial functions	No change	Not compatible with existing and planned transportation network	Provides continuity with Burlington Street to the east. Enhances connection to the QEW. Supports existing local arterial functions and future transportation network.	No change
Pavement Condition	Not acceptable	Fair	Good	Good	Good	Not acceptable	Good	Not acceptable

Factor Grouping/ Factor	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
<u>SOCIAL ENVIRONMENT</u>								
Displacement of Residences	None	None	None	A few full property takings	None	Significant number of full property takings	A number of full property takings	Significant land assembly required
Displacement of Businesses	None	None	None	None	None	A few full and partial property takings	A couple of full and a few partial property takings	A large number of full property takings
Disruptions to Community	To become worse in the long term	To become worse in the long term	To become worse in the long term	To become worse in the long term	To become worse in the long term	Major disruption along Barton St. To become worse along Burlington St.	Short term inconvenience due to construction	Major dislocation of the community
Land Use Compatibility	No change	No change	No change	No change	No change	Not compatible with adjacent and proposed land uses	Enhances planned land uses. Some dislocation of the community however quality of life to improve in general.	Supports planned land uses
Aesthetics	No potential for improvement	Potential for minor improvement	Potential for minor improvement	Potential for minor improvement	No potential for improvement	No potential for improvement	Potential for improvement	Potential for improvement
<u>COST</u>								
Capital	None	Low	Medium	Medium	Medium	High	High	Very High
Maintenance	High	Medium	Low	Low	Low	High	Low	High
Property	None	None	None	Minor property requirements	None	Significant property requirements	Major property requirements	Significant land assembly required
Decommissioning	None	Low potential	Low potential	Low potential	Low potential	Low potential	High potential	Land assembly with high potential

Factor Grouping/ Factor	(1) Do Nothing	(2) Rehabilitate Roadway	(3) Reconstruct Roadway	(4) Minor Intersection Improvements	(5) Transit Improvements	(6) Road Widening - Barton St.	(7) Road Widening - Burlington St.	(8) Land Use Initiatives
<u>SUMMARY</u>	Maintains the existing pavement conditions which is not acceptable due to the deteriorating condition of the roadway and high maintenance costs. Maintains the existing layout and therefore does not improve traffic operations.	Temporarily improves the deteriorating pavement conditions. Maintains the existing layout and therefore does not improve traffic operations.	Improves the pavement condition. Maintains the existing layout, therefore does not improve traffic operations.	Improves the pavement condition. Improves traffic operations, marginally at intersections.	Improves the pavement condition. Maintains the existing layout without significantly reducing capacity and therefore does not improve traffic conditions.	Maintains the existing pavement conditions along Burlington St. which is not acceptable. Maintains the existing layout without significantly reducing capacity, therefore does not improve traffic conditions along Burlington St.	Improves both the pavement condition and traffic operations along Burlington Street	Improves traffic operations, but maintains existing pavement conditions which is not acceptable.

*

*

RECOMMENDED FOR DETAILED EVALUATION

PRELIMINARY DESIGN ALTERNATIVES

Preliminary design alternatives have been developed which are technically similar methods of carrying out the recommended planning solution. Design alternatives have been developed separately along Burlington Street and for the Burlington/Wellington intersection. Following are brief descriptions of the design alternatives.

Birch Avenue to Wellington Street

- | | | |
|---------------|---|--|
| ALTERNATIVE A | - | widening of Burlington Street to both sides |
| ALTERNATIVE B | - | widening of Burlington Street to the south side only |
| ALTERNATIVE C | - | widening of Burlington Street to the north side only |
| ALTERNATIVE D | - | selective widening along Burlington Street and intersection improvements |

Burlington/Wellington Intersection

- | | | |
|---------------|---|--|
| ALTERNATIVE X | - | minor intersection improvements |
| ALTERNATIVE Y | - | minor Burlington Street realignment into Wellington Street |
| ALTERNATIVE Z | - | realign Burlington Street into Wellington Street |

FACTORS FOR ANALYSIS AND EVALUATION

Following this first public information meeting, the alternatives will be refined taking into account the comments received. In the analysis and evaluation phase, the effect on the environment of each of the alternatives will be measured through a set of factors. A preliminary set of factors grouped into six broad areas is shown below:

GROUPING

FACTOR

Transportation

- safety
- capacity/traffic flow
- access to industrial/ commercial businesses

Socio-Economic
Environment

- community effects
- noise
- archaeological/heritage
- displacement/disruption of property
- compatibility with existing and future land uses

Natural Environment

- vegetation

Engineering

- utilities
- geotechnical
- geometrics

Cost

- construction
- maintenance
- property
- decommissioning of contaminated soil

This is only a partial list and will be refined prior to the analysis and evaluation. The public are invited to identify other factors which should be included or emphasized in the evaluation process. A detailed list of the evaluation factors is available.

FUTURE COURSE OF ACTION

Following this round of public consultation meeting, the Region and study team will:

- review public comments
- modify design alternatives
- modify evaluation factors
- detailed assessment of alternatives
- review the selected alternative with public (September 1993)
- prepare environmental study report
- obtain Regional Council approval
- file for public review
- proceed with final design and construction

GET INVOLVED!

As you can see, many issues will have to be addressed during the course of this study. In order to assist with formulating decisions, your involvement is necessary. You can participate in a number of ways:

- please complete a comment sheet to record your concerns
- provide us your input and suggestions
- leave your name with us to be notified by mail of the next phase of the process
- attend the next public information centre

The next public information centre is planned for September 1993. At that time, the results of the analysis and evaluation of the alternatives will be presented.

Thank you for you interest in this project. If you have further questions or require additional information please contact:

Pamela Hubbard
Environmental Planner
Roads Department
The Regional Municipality of
Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, ON L8P 1H1

Tel: (416) 546-2388
Fax: (416) 546-2385

Harold Sich, P.Eng.
Project Manager
Hatch Associates
2800 Speakman Drive
Mississauga, ON L5K 2R7

Tel: (416) 526-7220
Fax: (416) 855-8270

Your comments will be most welcome at any time during the study.

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME: _____

ADDRESS: _____

POSTAL CODE: _____

PHONE NO.: _____

How did you find out about the information meeting?

☐ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

A copy of this comment sheet may be included in the public documents.

ADDITIONAL COMMENTS:

A preliminary set of factors have been identified and are listed below. These will be used to evaluate the design alternatives that have been developed. Please add any other factors that you consider to be important and circle those factors that you consider to be of special importance.

Transportation

- Safety
- Accessibility
- Pavement Condition
- Traffic Flow

Social Environment

- Noise
- Proximity of Road to Houses
- Aesthetics
- Displacement of Residences
- Displacement of Businesses

Natural Environment

- Vegetation

Costs

- Construction
- Maintenance
- Property
- Soil Contamination

Other _____

APPENDIX G

ATTENDANCE AT PUBLIC INFORMATION CENTRE NO. 1

WELCOME TO THE PUBLIC INFORMATION MEETING BURLINGTON STREET STUDY BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PLEASE SIGN IN AND TAKE AN INFORMATION PACKAGE

NAME	ADDRESS	POSTAL CODE	PHONE NUMBER
LUKE KUKOVICA	680 BURLINGTON ST. E.	L8L 4J8	529 0500
LAMARCA, KENNEDY	73 HILLARY ST	L8L 2B4	525 6898
SAM MACALUSO	384 HEMLOCK STONEY CREEK	L8E 2E1	564 5253
Doug Reynolds	391 DICKSON ST	L8E 6B4	527 7874
Bea Caldwell	521 Wellington St. N.	L8L 5B6	525 4549
A. Bousch	576 Burlington St.	L8L 4T6	570-1706
R. P. Rosari	16 HAMILTON ST.	L8L 4E8	507 100
PAUL WESTERHOF	5 CLINTON ST.		
CO. HOSKIN	144 WOOD ST. E.	L8L 3Y9	528-4440
MARION LUTON	516 BURLINGTON ST. E.	L8L 4T2	522-4485
HAILELE LEPERET	498 BURLINGTON ST. E.	L8L 4T2	560 4587
C. KERRICK	522 WELLINGTON ST. NORTH		388-3661
✓	222 BURLINGTON ST. E.		✓
Bill Allison	81 Canide Plaza Industrial		691-5111
MICHAEL MARK	61 ROCKCLIFFE RD - HAMILTON	L9T 1B8	689-6022
Siddha Silva	535 WENTWORTH ST. N.	L8L 6X2	521 0849

WELCOME TO THE PUBLIC INFORMATION MEETING BURLINGTON STREET STUDY BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PLEASE SIGN IN AND TAKE AN INFORMATION PACKAGE

NAME	ADDRESS	POSTAL CODE	PHONE NUMBER
David Potlatch	182 ST. CLARE Blvd.	L8M 2P1	5274407
LIS BROWN	206 MAPLEWOOD AVE	L8Y 1X8	5458920
JIM DRAY	141 CANTARINE ST. N.	L8K 1J5	5252933
Mark Koe	Can Amco Foods		
Wynne & James Cook	NECC 75 Hillyard St.	L8L 6B3	5210274
David Fegley	201 Barclay St East, Hamilton	L8L 3K1	508 0058
PHILIP HAN	53 FAIRFIELD AVE N Hamilton	L8H 5C9	5476407
ERIC CAMPBELL	274 ROBERT	L8L 2R4	528-4004
Bob Morrell	454 Buxington St	L8L 4H9	5242509
Albert Jones	131 Hillyard St	L8L 6B3	529-2016
M. Powell	127 Hillyard St	L8L 6B3	5276742
W. D. Smith	449 Bay A	L8L 5G1	
John & Wynne Shapiro	22 Wilmore St	L8L 5G1	5276742

WELCOME TO THE

BETWEEN WELLINGTON STREET TO BIRCH AVENUE

[illegible]

APPENDIX H

PUBLIC INFORMATION CENTRE NO. 1 COMMENTS SHEETS

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

I WILL NOT AGREE WITH ANY ALTERNATIVE
WHICH TAKES MY HOUSE OR INTERFERES WITH
MY HUSBAND'S BUSINESS. THIS CITY HAS
ALREADY TAKEN OUR RIGHTS TO PARK IN
FRONT OF OUR HOME WHICH INTERFERES WITH
OUR ~~AND~~ MY HUSBAND'S BUSINESS AND HAS
TOTALLY IGNORED OUR LETTERS AND COMPLAINTS
FOR THE PAST SIX YEARS, THE CITY HAS FAILED →

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

I FIND ALTERNATIVE X & D THE MOST ACCEPTABLE.

X → 1) APPEARS TO BE LESS EXPENSIVE (POSITIVE)

2) THERE IS CURRENTLY LITTLE LARGE TRUCK
TRAFFIC PAST THIS INTERSECTION EXCEPT DOWN
TO LAIDLAW. THE HARBOUR COMMISSION YARDS &
THE RESERVE BARRACKS. IN OTHER WORDS, ANY LARGE
TRUCK INFILTRATION IS BECAUSE THEY NEED TO BE
THERE & NOT BECAUSE THEY ARE CUTTING THROUGH.

3) THE LIGHTS TIMING FOR EASTBOUND TRAFFIC AT

Please provide your name, address and the phone number at which we can contact you, (OVER)
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other IN THE MAIL

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

THE RECONSTRUCTION OF BURLINGTON ST.
MUST INCLUDE THE OFF RAMP FOR TRUCK
TRAFFIC TO RUN ALONG THE C.N. TRACKS
& HEAD TOWARDS THE MARSH & JOIN HIGHWAY
403.

IT IS A WASTE OF MONEY IF THE ROADS ARE
REBUILT, THEN A FEW YEARS LATER ARE TORN
UP TO BUILD IN RAMPS TO ACCOMMODATE THE
PERIMETER ROAD

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☒ Newspaper ☐ Word of Mouth ☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

BURLINGTON ST NEEDS TO BE IMPROVED
BUT I'M NOT FOR WIDENING BECAUSE I
THINK THE ~~TRAFFIC~~ TRAFFIC WILL INCREASE.
INSTEAD OF HAVING HEAVY TRAFFIC 5 DAYS A WK
WE WILL HAVE IT 7 DAYS A WEEK WITH PEOPLE
GOING TO THE NEW HARBOURFRONT. I'M FOR
ALTERNATIVE "D" A FOUR LANE RD WITH TURNING LANES

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

Until perimeter road is completed this
side city is a goner. The residential
streets (example Gage Ave.) should never be
accommodating 24 wheelers. Maplewood
Ave. between Sherman & Gage is through
traffic ruining the roads, noise, dirt &
not environmentally friendly.

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☐ Newspaper

☒ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

Main & Gage - trucks over curbs
turning

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

*No problems with your plan. But... please
be kind to our neighbourhood and plant
plenty of trees and/or shrubs along the
new road.*

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

*If widening is going to take place it should
occur along the whole length of the project
this would ease traffic but also be an advantage
for any further link up needs or increase traffic
needs.*

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☒ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

Trucks should use Burlington skyway instead of Wellington
YOUR COMMENTS (please print, use reverse side if necessary):

~~Trucks should use at right~~
~~Left from trucks~~
Not interested in improving Burlington Street
beyond (west) of Victoria Ave.
Can't understand why money is being spent on
this project when it should be spent on
the Perimeter Road, study which should be
finished
Understand that money freed from Red Hill
Creek for Perimeter Road.

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

opportunities for pedestrian movement
decrease between with road widening
over & under passes create unusual
& accessibility problems
to pedestrians
- major issues depending on design
of road

Burlington E of Study area is later
Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☒ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

*Alternative 2 with an extension of
existing Wellington St PAST Wood St to prevent
trucks using Wood St as a relief valve should
the driver miss the direct route west along
Dunington St. and take the new overpass in error*

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - JUNE 9, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

I will fax my comments tomorrow.

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

I don't agree on building the new passage because it will be much bigger and it will be much noisier. It will interfere with me at night. It will take the value of my house. It will rock the house and it will cost a lot of money to make the road. If you buy house and make the road or I don't agree on making the road.

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

- concerned with condition of Wellington St,
noise of empty tractor trailers, speed of cars
bet. Baitmo Leannon St.;
24 hrs. noise.
- feel work should be done on Wellington St.
before Burlington St done.
- many vacant houses because of noise
- taxes should be less for people who upgrade property
- too many absentee landlords.

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

- Good Presentation of Alternatives
- at Picker Alternatives Y and A, B, C
- Vegetation should be planned into the project to reduce the area's industrial harshness and barren appearance
- ~~But~~ Though not part of the Environmental Assessment, the continuation of Burlington St E from Wellington St to James St. N should be reduced to 2 traffic lanes and 1 turning lane.

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

☒ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

CLASS ENVIRONMENTAL ASSESSMENT FOR

BURLINGTON STREET

BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

FILE NO. 60-02-01	
MASTER NO.	
PROJECT OFFICE	
JUL 5 1993	
DIRECTOR	ANS. BY
MAN. SEC.	
PROJ. MGR.	REP. TO
PLANNING	
PMS	FILED BY

YOUR COMMENTS (please print, use reverse side if necessary):

- ① ALTERNATIVE "A" AND "B" ARE NOT ACCEPTABLE TO ME. MY BUSINESS BUILDING WOULD BE DEMOLISHED, AND HENCE THE LOSS OF OUR IDEAL LOCATION TO INDUSTRY, A GREAT DISRUPTION TO OUR BUSINESS.
- ② THE COST — CAN WE AFFORD THIS?
- ③ BURLINGTON ST. IS SEEING ONLY A FRACTION OF THE TRAFFIC THAT IT USED TO SEE A FEW YEARS AGO. IF A MAJOR JOB IS TO BE STARTED — NOW IS THE TIME TO DO IT.

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - JUNE 9, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

CanAmara Foods leases the property on the Northside of Burlington St. from Emerald St. to Wellington, from the
Hamilton Harbour Commissioners.

Strongly support improvements to Burlington St. from Birch to Wellington. (In addition, support Perimeter Rd.).

Changes to the Burlington Wellington intersection will impact CanAmara directly. We would be concerned with any
action that limits truck traffic west of Wellington. Presently we have approximately 15,000 trucks per year turning off
of Burlington going north just west of Wellington.

Present truck volume at our facility is approximately 35,000 trucks per year and increasing.

Due to the lack of industrial lands we are opposed to any expropriation of Hamilton Harbour Commission lands.

Future plans will require the closure of Victoria Ave. North of Burlington as early as the summer of 1994.

We request copies of alternatives XYZ and A,B,C & D if available.

We request copies of any report (made) available to the public.

We request a meeting to discuss traffic flow at our facility and impact of any changes.

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

APPENDIX B

Summary Report of Consultation Activities up to PIC No. 2

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET**

BETWEEN WELLINGTON STREET TO BIRCH AVENUE

**PUBLIC INFORMATION CENTRE NO. 2
SUMMARY REPORT**

prepared by

HATCH ASSOCIATES LTD.

OCTOBER 1993

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3.1.3	PIC No. 2 Brochure - Direct Distribution	4
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FIGURE 1 - Brochure Distribution Area

FIGURE 2 - Summary of Written Comments

APPENDIX A - Study Contact List

APPENDIX B - Newspaper Advertisement for Public Information Centre No. 2

APPENDIX C - Brochure for Public Information Centre No. 2

APPENDIX D - Public Information Centre No. 2 Handout Material

APPENDIX E - Attendance at Public Information Centre No. 2

APPENDIX F - Public Information Centre No. 2 Comment Sheets

1.0 INTRODUCTION

The Regional Municipality of Hamilton-Wentworth, as part of their Capital Works and Maintenance Program, have initiated a study along Burlington Street, between Wellington Street and Birch Avenue. Hatch Associates have been retained by the Region to undertake this study to meet the requirements of the Class Environmental Assessment for Municipal Road Projects.

The purpose of the study is to recommend improvements along Burlington Street in a manner which achieves an appropriate balance between impacts, transportation service and cost to two identified problems: poor pavement condition; traffic operational problems.

A Public Information Centre (PIC) was held on October 13, 1993. The purpose of this second PIC was to present:

- ▶ the results of the first Public Information Centre
- ▶ how previous public comments were incorporated into the study
- ▶ the analysis of the alternative design concepts
- ▶ the comparative evaluation of the design alternatives
- ▶ a description of the preferred alternative
- ▶ a description of the implementation strategy
- ▶ the next phases of the study.

This report documents and summarizes the public consultation activities from the first Public Information Centre up to and including the second Public Information Centre.

2.0 ACTIVITIES SINCE PUBLIC INFORMATION CENTRE NO. 1

2.1 Contact List

The list was updated by additional contacts after the first Public Information Centre. This contact list will be continually revised and updated through to the completion of the study (latest version is found in Appendix A).

2.2 Meetings

In addition to regular meetings with the Region of Hamilton-Wentworth Roads Department, the following key meetings were held:

- City of Hamilton - Property Department
August 26, 1993 - to review the study status and to establish cost estimates for property acquisition for the design alternatives

- Region of Hamilton-Wentworth
September 16, 1993 - formal presentation to senior Regional and City department representatives to present study findings and to receive comment/input on the study recommendations

- October 7, 1993 - briefing presentation to update a local councillor on the study recommendations.

3.0 PUBLIC INFORMATION CENTRE

The purpose of the second Public Information Centre (PIC) was to present the following:

- the results of the first Public Information Centre
- how previous public comments were incorporated into the study
- the analysis of the alternative design concepts
- the comparative evaluation of the design alternatives
- a description of the implementation strategy
- the next phases of the study.

The PIC was held at the Robert Land Public School gymnasium, 460 Wentworth Street North, City of Hamilton, on Wednesday, October 13, 1993 between 6:30-9:00 p.m.

3.1 PIC No. 2 Announcement

Notification of the PIC was made by; advertisements in the newspaper, general brochure distribution within the study area, and direct brochure mailout to those identified on the contact list, following the procedures for the first PIC.

3.1.1 Newspaper Advertisement

Advertisements were placed in the Hamilton Spectator on Wednesday, October 6, 1993 and Saturday, October 9, 1993 to announce the Public Information Centre. The advertisements provided the date, time and location of the information centre and the purpose of the meeting. The Project Manager, Harold Sich of Hatch Associates and Pamela Hubbard, Environmental Planner for the Region of Hamilton-Wentworth were given as contact persons with their telephone numbers and addresses. A copy of the advertisement is provided in Appendix B.

3.1.2 PIC No. 2 Brochure - General Distribution

A brochure was mailed to approximately 2,000 addresses (including residents, businesses and institutions) within and surrounding the study area, following the procedures for the first PIC. The brochure indicated the details of the PIC (date, time and location), the purpose of the PIC, and provided study details such as background information, current status of the project, the preferred plan, and how the public could become involved. Contact persons from both the

Region, (Pamela Hubbard, Environmental Planner) and Hatch Associates (Harold Sich, Project Manager) were listed as available for further comments or questions.

Figure 1 outlines the extent of the general brochure distribution. A copy of the brochure is included in Appendix C.

3.1.3 PIC No. 2 Brochure - Direct Distribution

In addition to the general brochure distribution, direct mailout of the brochure was made to approximately 90 individuals and groups identified on the contact list prior to the PIC date.

3.2 Public Information Centre No. 2

The PIC consisted of a walk-through public information session for viewing of the study displays from approximately 6:30 p.m. to 9:00 p.m. Displays included inventory mapping, text explaining the EA process and results of the first PIC, mapping of the design alternatives and text describing the analysis and evaluation of the design alternatives.

All attendees were encouraged to sign in at the registration table, at which time they were given a handout of the display material and a blank comment form to record their concerns/issues. Comment forms and pens were made available in the centre of the displays in order for visitors to express their concerns in writing and to deposit them on location. A copy of the handout is provided in Appendix D.

The display boards were laid out so as to permit a free flow of attendees in a walk-through format. Representatives from both Hatch Associates and the Region's Roads and Planning Departments were available to encourage visitors to express their concerns, to explain the environmental assessment process, to discuss the evaluation of the design alternatives and to describe the preferred plan.

Forty-three attendees signed in at the registration table. A number of people bypassed the sign-in table and a number of couples attended, so the actual attendance figures would be higher.

A copy of the attendance register is included in Appendix E.

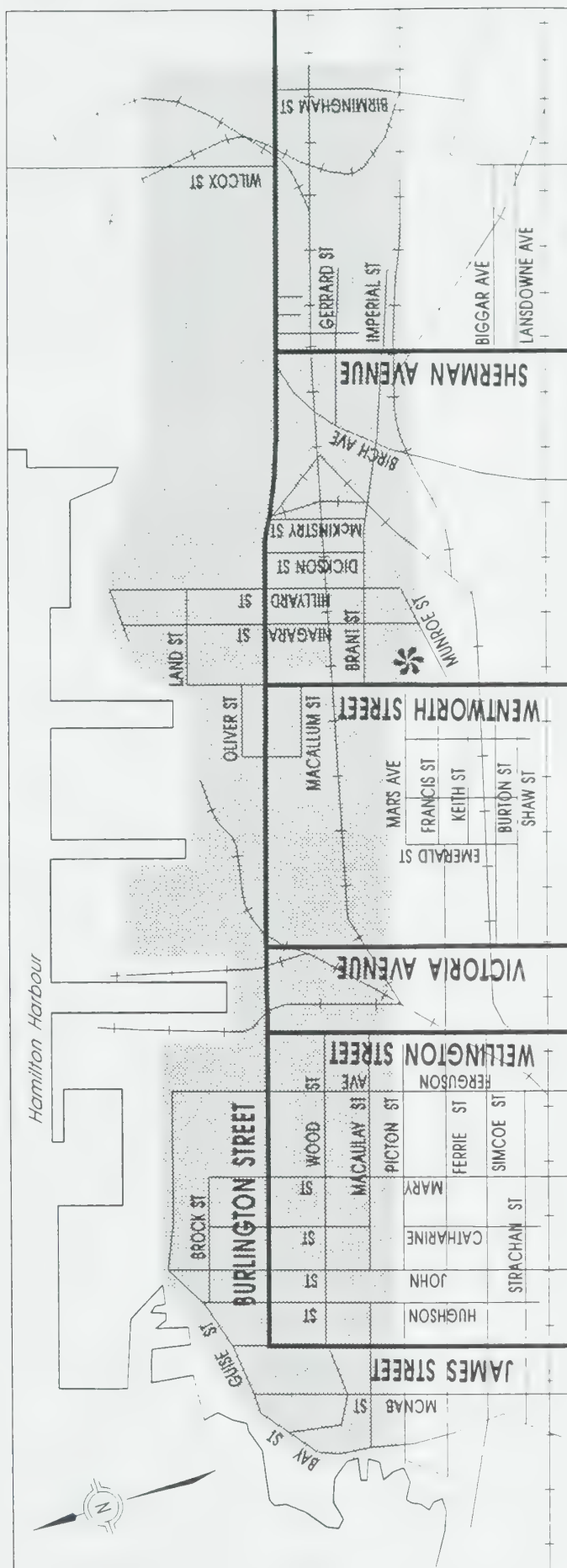


Figure 1

BROCHURE DISTRIBUTION AREA

Coverage Area

* Location of PIC No. 2

3.3 Summary of Written Comments

Attendees were given an opportunity to ask questions regarding the study to staff from Hatch and the Region of Hamilton-Wentworth during the walk-through session. Also, every attendee was encouraged to fill out a comment form before leaving the PIC.

A total of 13 written comment forms were left at PIC and several telephone contacts were documented.

The comments were summarized and categorized according to the following categories: alternatives, transportation, social-economic environment, natural environment and cost. Figure 2 provides a breakdown of these broad categories into more detailed comments. Note that one person may have made more than one comment.

Provided below is a discussion of the more frequent comments which were recorded for each category.

Alternatives

- general agreement on the preferred plan that a continuous left turn lane would be an improvement
- suggestions to improve the intersection radii and to provide raised medians for safety purposes

Transportation

- most of the comments addressed the impacts of the heavy truck traffic volumes along Burlington Street

Socio-economic Environment

- a large number of comments were related to the existing noise and vibration along both Burlington and Wellington Streets
- concern about the decrease in property values

- concern about increased noise levels

Natural Environment

- no existing concerns, however, some comments regarding the opportunity to landscape Burlington Street was indicated

Cost

- concern regarding where the funds will come from for this project

FIGURE 2
SUMMARY OF WRITTEN COMMENTS
(collected up to October 29, 1993)

ISSUE	No. of People Commenting
ALTERNATIVES	7
• Alternative X - lanes must be marked through the entire corner to help prevent cars from "cutting the corner"	1
• the widening of Burlington Street and providing left turn lanes to the streets leading off Burlington, plus providing better turning onto these streets is going to be very good and safe for cars driving in this area	1
• don't think traffic volumes warrant a shared left turn lane. Should be an exclusive left turn lane to Wentworth, Niagara and Hillyard Streets	1
• widen corner to allow trucks to turn more easily from Victoria Street to eastbound Burlington Street	1
• with additional turning lane and extra traffic, maybe a median will be needed to split traffic	1
• Alternative B looks to be the best of all those available	1
• Alternative X - Burlington Street and Wellington Street turn. Major problems with trucks turning, rolling shifting or truck over. Must do something about banking road to prevent major problem over the years.	1
TRANSPORTATION	10
• limit the truck traffic in Hamilton, license the numbers allowed	1

ISSUE	No. of People Commenting
parking must not be allowed along the west side of Wellington Street so that traffic is allowed to flow freely up Wellington Street	1
if parking is required, create an exclusive parking lane	1
traffic signal at Hillyard Street should be tied into the central computer and a car sensor should be put on Hillyard Street (car sensor on Hillyard Street is presently inoperable)	1
turning radii on all four corners of Hillyard Street/Burlington Street intersection must be increased to accommodate truck traffic	1
trucks turning north onto Hillyard Street from Burlington Street do not have enough room on the road so they are climbing the curb. If no change is to be made at that corner, reroute all trucks down Wentworth Street to change that corner, only need to buy one house, as the City already owns the other corner home	1
at the speed trucks and cars are able to travel at, it won't be long before Burlington Street will be in the same condition as it is now	1
when this project begins on Burlington Street, which route will be available?	1
many trucks take Land Street, which is very noisy	1
trains coming out of factory at Wellington Street shouldn't be coming out at high traffic times, such as rush hour	1
SOCIAL ENVIRONMENT	13
I'll be dead before you clean up the city from the pollution	1
I live on a bus route, and the noise and fumes are sickening ... my taxes should be lowered	1
will air quality be compromised for residents along the south side of Burlington Street?	1
have sound barriers been considered along Burlington Street?	1
non-settling road base must be installed to prevent heaving of the road (decrease noise and vibration)	1
at Wentworth Street and Burlington Street - crossing guard crosses 26 children to school, 7 come home from lunch, and 26 home again	1
noise barriers if increased traffic to go with environmental concerns. Some hill barriers and trees	1
buying houses around me on Burlington Street and tearing them down has driven house prices down and made it hard to sell	3

ISSUE	No. of People Commenting
• too much noise, vibration. Can't sleep at night	1
• increase in vibration has made house start to fall apart, with cracks and walls leaking. Front porch cracking	1
• pollution - car/truck/toxic waste/noise	1
NATURAL ENVIRONMENT	1
• would like lawns and trees after the business (Ormond) is taken away	3
COST	3
• to patch up this situation is spending money foolishly	1
• where did all the money go from all the car licenses over the last 50 years?	1
• where is the city going to get the money to reconstruct Burlington Street to Birch Avenue. Is it I the homeowner?	1
OTHER	9
• Perimeter Road now - 30 years of talking and dithering is too, too long	1
• the Region should get a move on, instead of constantly talking	2
• land use change is just another stall tactic	1
• decommissioning item is just another red herring	1
• Wellington Street needs a full study. Very dangerous for truck traffic because of sharp turn and grade of roadway	1
• stop trying to elbow us out	1
• buy us all out and get it over with	2

All written comments received have been responded to individually, including the distribution of requested material. The contact list will be updated accordingly for future notifications of the study.

APPENDIX A

STUDY CONTACT LIST (as of October 19, 1993)

BUSINESS GROUPS (21)

	INITIAL	PIC #1	PIC #2	COMMENTS
The Hamilton and District Chamber of Commerce 555 Bay Street North Hamilton, Ontario L8P 1A2 Tel: (905) 522-1151 21	X	June 1/93	Oct 4/93	
Metropolitan Hamilton Real Estate Board 194 James Street South Hamilton, Ontario L8P 3A7 Tel: (905) 529-8101 21	X	June 1/93	Oct 4/93	

COMMUNITY MEDIA (23)

	INITIAL	PIC #1	PIC #2	COMMENTS
The Hamilton Spectator 44 Frid Street Hamilton, Ontario L8N 3G3 Tel: (905) 526-3333 (Switchboard) 23	✓	✓	✓	-Advised through the various notices

ENVIRONMENTAL GROUP (25)

	INITIAL	PIC #1	PIC #2	COMMENTS
Hamilton Harbour RAP 867 Lakeshore Road P.O. Box 5050 Burlington, Ontario L7R 4A6 Tel: (905) 336-4888 25	May 10/93	June 1/93	Oct 4/93	
Mr. A.P. Paterson, Director Royal Botanical Gardens P.O. Box 399 Hamilton, Ontario L8N 3H8 Tel: (905) 527-1158 25	May 10/93	June 1/93	Oct 4/93	-may want to comment on the decisions made

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. B. Allison M.M. Dillon Limited 1425 Bishop Street Cambridge, Ontario N1R 6J9 Tel: (519) 623-6761 27	X	June 1/93	Oct 4/93	- Wants to be notified of PIC's (provided background information from Perimeter Road)
Mr. D. Robbins Robbinex Inc. 238 James Street North P.O. Box 83014 Hamilton, Ontario L8L 8E8 Tel: (905) 523-7510 (Bus.) 27	X	June 1/93	Oct 4/93	- added after initial advertisement May 5/93 - owner of Smith McKay Florists at 295 McNab St. N
Mr. Jim Scrimshaw 3436 Rubens Court Burlington, Ontario L7N 3K8 Tel: (905) 632-0407 27	X	June 1/93	Oct 4/93	- added after initial advertisement May 5/93 - in favour of Perimeter Rd., Red Hill Creek Expwy and as result, this project also
Mr. Michael Mark Mark's Welding Service Ltd. 466 Burlington Street Hamilton, Ontario L8L 4H9 Tel: (905) 548-0757 27	X	June 1/93	Oct 4/93	- added after initial advertisement May 12/93 - owner of building at Wellington St. and at Wentworth St. - part of Perimeter Rd?
Mr. Chico Sihra 118 Hillyard Street Hamilton, Ontario L8L 6B6 Tel: (905) 528-3658 27	X	June 1/93	Oct 4/93	- added after initial advertisement May 6/93 - on corner of Burlington St. and Hillyard St. and owns body shop and wants to put up a building - how much property will be required?
Mr. Wayne Simpson 22 Oliver Street Hamilton, Ontario L8L 4K8 Tel: (905) 529-8035 27	X	June 1/93	Oct 4/93	- added after initial advertisement May 5/93 - property backs onto Burlington St.
Mr. Eric Campbell 274 Robert Street Hamilton, Ontario L8L 2R4 Tel: (905) 528-4004 27	X	June 1/93	Oct 4/93	- added after initial advertisement May 12, 1993

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. H. Sturm Canadian Portland Cement Association 703 - 1500 Don Mills Road Toronto, Ontario M3B 3K4 Tel: (416) 449-3708 27	X	June 1/93	Oct 4/93	- added after initial advertisement May 12, 1993 - would like us to consider the use of concrete pavement (He was told the Class EA will determine the selected design, i.e. widening. The type of pavement structure will not impact the evaluation, but consideration will be given in the predesign). - B. Munro called to inquire about the status of the project and to indicate that H. Sturm will provide future liaison
Mr. M. Mark 61 Rockcliffe Road Hamilton, Ontario L9J 1B8 Tel: (905) 689-6022 27	X	X	Oct 4/93	- added after notice of PIC #1 - owns business (Mark's Welding Service, 466 Burlington Street) - when will construction start? - information package sent out
Mr. M. Roe CanAmera Foods 515 Victoria Avenue North P.O. Box 618 Hamilton, Ontario L8N 3K7 Tel: (905) 527-9121 27	X	June 1/93	Oct 4/93	- added after J. van der Mark meeting early in the study
Mr. L. Kukovica Fleet Maintenance Supervisor Canadian Liquid Air Ltd. 680 Burlington Street East Hamilton, Ontario L8L 4J8 Tel: (905) 547-1602 27	X	June 1/93	Oct 4/93	- added after truck survey of industries along Burlington Street
Mr. F. Pinelli, President North Star Dynamics 459 Burlington Street East Hamilton, Ontario L8L 4H8 Tel: (905) 521-9996 27	X	June 1/93	Oct 4/93	- added after truck survey of industries along Burlington Street
Ms. R. Dalton Property Management Analyst Cantel Ontario Property Management Department 4101 Yonge Street, 5th Floor North York, Ontario M2P 1N6 Tel: (416) 250-4044 27	X	June 1/93	Oct 4/93	- added after truck survey of industries along Burlington Street

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. M. Gubbels Facilities Superintendent CanAmara Foods 515 Victoria Avenue North P.O. Box 618 Hamilton, Ontario L8N 3K7 Tel: (905) 527-9121 27	X	June 1/93	Oct 4/93	- added after truck survey of industries along Burlington Street
Ms. Elizabeth Lehman 12 Oliver Street Hamilton, Ontario L8L 4K8 Tel: (905) 527-7991 27	X	X	Oct 4/93	- added after notice of PIC #1 - concerned about cars parked in empty lots owned by Region - information package sent out
Mr. Art Lomas Hamilton Automobile Club 393 Main Street East Hamilton, Ontario L8N 1J7 Tel: (905) 525-1210 27	X	X	Oct 4/93	- added after PIC #1 notice - relationship to Perimeter Road? - concerned about pedestrian crossings and refuge (median?) and turning radii for larger trucks
Mr. Guido Kelly 319 Sherman Avenue North P.O. Box 2943 Hamilton, Ontario L8N 3P4 Tel: (905) 548-5284 27	X	X	Oct 4/93	- added after PIC #1 notice - associated with Slater Steel - information package sent out
Mrs. Pollard 600 John Street North Apt. 1401 Hamilton, Ontario L8L 6B3 Tel: (905) 572-6753 27	X	X	Oct 4/93	- added after PIC #1 notice - disabled and uses DARTS and taxis who complain about the bad road conditions - better road condition would lead to fewer accidents and agrees that some action is required
Mr. Patrick Sawyer 81 Hillyard Street Hamilton, Ontario L8L 6B3 Tel: (905) 27	X	X	Oct 4/93	- added after PIC #1 notice - expropriation?
Ms. Michele Aucoin 10 Oliver Street Hamilton, Ontario L8L 4K8 Tel: (905) 27	X	X	Oct 4/93	- added after notice of PIC #1 - concerned that trucks use local streets (Wilfred and Oliver) - also industrial dust complaints
Ms. Anne Stevens 7 Regency Street Hamilton, Ontario L8T 4V2 Tel: (905) 528-7988 27	X	X	Oct 4/93	- added after notice of PIC #1 - interested in 88 Niagara Street (1st house back from Burlington) - would like to sell and determine if property and real estate values will be affected - information package sent out

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. Silvano Morosin 653 Iroquois Avenue Ancaster, Ontario L9G 3V6 Tel: (905) 648-1011 27	X	X	Oct 4/93	- added after PIC #1 notice - parents live one house off Burlington Street (653 Wentworth Street) - need connection to Hwy 403 otherwise Burlington Street not a problem if industry is declining
Mr. William Ormond Industrial Tools Inc. 622 Burlington Street East Hamilton, Ontario L8L 7T4 Tel: (905) 525-1141 27	X	X	Oct 4/93	- added after notice of PIC #1 - owner at corner of Burlington and McKinistry - widening of Burlington?
Mr. W. Schaeffer 201 Wood Street East Hamilton, Ontario L8L 3Z2 Tel: (905) 560-9730 27	X	X	Oct 4/93	- added after notice of PIC #1 - any work proposed along Wood Street?
Mr. B. Davic Env. Health and Safety Officer Sunoco Inc. 36 York Mills Road North York, Ontario M2P 2C5 Tel: (905) 733-7049 27	X	X	Oct 4/93	- added after notice of PIC #1 - works at property 400 Burlington Street East - wants to be kept informed - information package sent out
Mrs. N. Borgschulze 576 Burlington Street East Hamilton, Ontario L8L 4J6 Tel:(905) 570-1706 27	X	X	Oct 4/93	- added after PIC #1 (see comment sheet)
Mr. M. Broadbent RR #1 Jarvis, Ontario N0A 1J0 Tel:(905) 521-0306 (Bus) 27	X	X	Oct 4/93	- added after PIC #1 (see comment sheet)
Mr. E. Campbell 274 Robert Street Hamilton, Ontario L8L 2R4 Tel:(905) 528-4004 27	X	X	Oct 4/93	- added after PIC #1 (see comment sheet)
Ms. I. Spilak 123 Hillyard Street Hamilton, Ontario L8L 6B5 Tel:(905) 529-0334 27	X	X	Oct 4/93	- added after PIC #1 (see comment sheet)

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mrs. L. Brown 206 Maplewood Avenue Hamilton, Ontario L8M 1X8 Tel:(905) 545-8920 27	X	X	Oct 4/93	- added after PIC #1 (see comment sheet)
Ms. D. Ruggles 221 MaCauley Street East Hamilton, Ontario L8L 3X7 Tel:(905) 528-0058 27	X	X	Oct 4/93	- added after PIC #1 (see comment sheet)
Ms. G. Wilcox 45 Montcalm Drive Unit 41 Hamilton, Ontario L9C 4B2 Tel:(905) 574-0765 27	X	X	Oct 4/93	- added after PIC #2 notice
Mr. L. De Merchant 25 McKinsty Street Hamilton, Ontario L8L 6C2 Tel:(905) 27	X	X	X	- added after PIC #2 (see comment sheet)
Ms. N. Casarsa 20 Dickson Street Hamilton, Ontario L8L 6B8 Tel:(905) 529-5596 27	X	X	X	- added after PIC #2 - inquired about the funding of the project and whether the pavement condition will be improved for the long term (see comment sheet)
Mr. G. Polmanter 76 Keith Street Hamilton, Ontario L8L 3S4 Tel:(905) 529-8198	X	X	X	- added after PIC #2 - supported preferred plan Alternative B (see comment sheet)
Mrs. M. Wilson 31 McKinsty Street Hamilton, Ontario L8L 6C2 Tel:(905) 526-6262 27	X	X	X	- added after PIC #2 - would like to see landscaping incorporated into the design (see comment sheet)
Mr. H. Bowman Canadian Liquid Air Ltd. 680 Burlington Street East Hamilton, Ontario L8L 4J8 Tel:(905) 529-0500 27	X	X	X	- added after PIC #2 - was sent public information packages (#1 and #2) and copy of the proposed plan (Oct. 25) - was concerned about the impact on their parking spaces
Ms. Louisa Detina 17 Mathers Drive Stoney Creek, Ontario L8G 4J3 Tel:(905) 27	X	X	X	- added after PIC #2 notice - public information package and copy of the proposed plan was sent out - owns house on 27 McKinsty Street

GENERAL PUBLIC (27)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. H. Rochweg 495 Wentworth Street North Hamilton, Ontario L8L 5X1 Tel:(905) 527-1707 27	X	X	X	- added after PIC #2 (see comment sheet)
Mr. P. Ardolino 337 Sherman Avenue North Hamilton, Ontario L8L 6N2 Tel:(905) 250-8107 27	X	X	X	- added after PIC #2 - inquired whether any impact on his property (was told none)
Mr. Buckland P.O. Box. 40 West Hill Postal Station Scarborough, Ontario M1E 4R4 Tel:(416) 284-6415 (Bus) 27	X	X	X	- added after PIC #2 - mother owns house around Wilfred (Burlington) - was sent PIC #2 handout

PROVINCIAL MINISTRIES (32)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. A. Stewart, Regional Director Ministry of Natural Resources Central Region Box 9000 Huntsville, Ontario POA 1K0 Tel: (705) 789-9611 32	May 10/93	June 1/93	Oct 4/93	
Mr. J. McFadden, Manager Ministry of Natural Resources Cambridge District 2186 Beaverville Road P.O. Box 2186 Cambridge, Ontario N3C 2W1 Tel: (519) 658-9355 32	May 10/93	June 1/93	Oct 4/93	
Mr. D. Cornish, Area Manager Ministry of Community and Social Services Hamilton Area 119 King Street West, 6th Floor P.O. Box 2112, Hamilton, Ontario L8N 3Z9 Tel: (905) 521-7350 32	May 10/93	June 1/93	Oct 4/93	
Mr. M. Hamilton, Regional Director Ministry of Community and Social Services Southwest Regional Office 195 Dufferin Avenue London, Ontario N6A 1K7 Tel: (519) 438-8344 32	May 10/93	June 1/93	Oct 4/93	
Mr. L.J. Fincham, Director Ministry of Municipal Affairs Plans Administration Branch 777 Bay Street, 14th Floor Toronto, Ontario M5G 2E5 Tel: (416) 585-6025 32	May 10/93	June 1/93	X	- no further involvement necessary (Mr. B. Hudson)
Ms. Pat Vanini Ministry of Municipal Affairs Plans Administration Branch 777 Bay Street, 14th Floor Toronto, Ontario M5G 2E5 Tel: (416) 585-6058 32	May 10/93	June 1/93	X	- called May 17 to revise contact - response to follow (next entry)

PROVINCIAL MINISTRIES (32)

	INITIAL	PIC #1	PIC #2	COMMENTS
Ms. Linda Tennant Ministry of Municipal Affairs Cambridge Regional Office 150 Main Street Cambridge, Ontario N1R 6P9 Tel: (1-800) 265-3574 or (519) 622-1500 32	X	X	Oct 4/93	- wants to be kept informed of study through minutes of external meetings
Mr. M. Heitshu, Manager Ministry of Municipal Affairs Community Planning Advisory Branch Central Region 47 Sheppard Avenue East, Suite 207 Willowdale, Ontario M2N 2Z8 Tel: (416) 224-7635 32	May 10/93	June 1/93	Oct 4/93	
Mr. N. Ferris Development Review Officer Ministry of Culture, Tourism and Communications 55 Centre Street London, Ontario N6J 1T4 Tel: (519) 433-8401 32	May 10/93	June 1/93	X	- study area exhibits low potential for containing cultural heritage resources - no further involvement necessary
Mr. P. Carruthers Ministry of Culture, Tourism and Communications Heritage Branch Development Plans Review Unit 77 Bloor Street West, 2nd Floor Toronto, Ontario M7A 2R9 Tel: (416) 965-4961 32	May 10/93	June 1/93	Oct 4/93	
Mr. G. Potter Ministry of Culture, Tourism and Communications Hamilton Office 119 King Street West, 8th Floor Hamilton, Ontario L8N 3Z9 Tel: (905) 521-7458 32	May 10/93	June 1/93	X	- no further involvement necessary
Ms. A. Larson, Director Ministry of Culture, Tourism and Communications Community Services Division 77 Bloor Street West, 7th Floor Toronto, Ontario M7A 2R9 Tel: (416) 325-6159 32	May 10/93	June 1/93	X	- no further involvement is necessary - responded for above entry also (C. Bouskill, Director Southern Region) - just noted the City of Hamilton's plans and initiatives (Pier 4 and Harbourfront Park area) and that traffic flow should recognize pedestrians and bicycles

PROVINCIAL MINISTRIES (32)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. W.G. Long, Regional Director Ministry of Economic Development and Trade Suite 200, Bank of Montreal Tower 1 James Street North Hamilton, Ontario L8R 2K3 Tel: (905) 521-7783 32	May 10/93	X	X	- indicated changes to the Ministry (title and address) - letter passed on to Mr. Geoff Green, the Sr. Business Consultant handling this region
Mr. G.S.L. Green, P.Eng. Ministry of Economic Development and Trade Suite 100, Bank of Montreal Tower 1 James Steet North Hamilton, Ontario L8R 2K3 Tel: (905) 521-7783 32	X	X	Oct 4/93	- wants to be kept informed through minutes of external team meetings
Ms. Carol Harris Lonero Ministry of Finance Frost Building North, 4th Floor Queen's Park Toronto, Ontario M7A 1Y7 Tel: (416) 965-6566 32	May 10/93	X	X	- no further interest in study
Mr. J. Robinson Ministry of Transportation District No. 4, Burlington 1182 North Shore Boulevard East P.O. Box 5020 Burlington, Ontario L7R 3Z9 Tel: (905) 527-9133 32	May 10/93	June 1/93	Oct 4/93	
Mr. A. Alic, Manager Ministry of Government Services Real Estate Branch - West Development and Appraisals 777 Bay Street, 16th Floor Toronto, Ontario M5G 2E5 Tel: (416) 585-6756 32	May 10/93	June 1/93	Oct 4/93	
Ms. Angela Azzopardi Environmental Assessment Evaluator Ministry of the Environment and Energy West Central Region 119 King Street West, 12th Floor P.O. Box 2112 Hamilton, Ontario L8N 3Z9 Tel: (905) 521-7640 32	May 10/93	June 1/93	Oct 4/93	- wants to comment on decisions made and of PIC's - PIC #1 summary sent out

PROVINCIAL MINISTRIES (32)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. E. Tannis Ministry of Colleges and Universities University Affairs Officer Mowat Block, 9th Floor 900 Bay Street Toronto, Ontario M7A 1L2 Tel: (416) 965-6382 32	May 10/93	June 1/93	Oct 4/93	
Ms. Jill Pritchard-Scott EA Coordinator Ministry of Environment and Energy Conservation and Strategic Issues Section 56 Wellesley Street West, 14th Floor Toronto, Ontario M7A 2B7 Tel: (416) 327-1467 32	May 10/93	X	X	- no further involvement necessary (does not review municipal EA's)
Mr. W. Battello Ministry of Housing Land Development Group 777 Bay Street, 12th Floor Toronto, Ontario M5G 2E5 Tel: (416) 585-6214 32	May 10/93	June 1/93	Oct 4/93	

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. C.A. Brittan, Director Policy and Planning Branch Ontario Provincial Police 90 Harbour Street, 3rd Floor Toronto, Ontario M7A 2S1 Tel: 965-2542 33	May 10/93	X	X	- Mr. A. Squires indicated (by phone) no further interest in study if Regional Police contacted (yes)
Ms. G. de Boer, Senior Planner Niagara Escarpment Commission 166 Main Street West Grimsby, Ontario L3M 1S3 Tel: (905) 945-9235 33	May 10/93	June 1/93	X	- Mr. S. Stone phoned to indicate no further interest in the study
Mr. Jeff Brookfield Port Planner The Hamilton Harbour Commissioners 605 James Street North Hamilton, Ontario L8L 1K1 Tel: (905) 525-4330 33	May 10/93	June 1/93	Oct 4/93	- wants to keep informed through minutes of external team meetings and comment on decisions made - wants to be notified of Public Information Centres
Mr. E. Elman, Chairperson Central Area Plan Implementation Committee Hamilton City Hall 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-2700 33	May 10/93	June 1/93	Oct 4/93	
Mr. Murray Main, P.Eng. Director, Traffic Services Hamilton City Hall Traffic Department 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4510 33	May 10/93	June 1/93	Oct 4/93	- wants active involvement in the assessment of alternatives and willing to attend meetings
Mr. R. Prowse, Clerk Regional Clerk's Department Region of Hamilton-Wentworth 119 King Street West, 15th Floor Hamilton, Ontario L8P 4T9 Tel: (905) 546-4154 33	May 10/93	June 1/93	Oct 4/93	
Mr. A. McLaughlin Hamilton Street Railway Department of Transportation Services 330 Wentworth Street North Hamilton, Ontario L8L 5W2 Tel: (905) 528-4200 33	May 10/93	June 1/93	Oct 4/93	- changed contact - want to comment on the decisions made

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. V. Abraham (Attn: Mary Lou Tanner) Director, Local Planning Region of Hamilton-Wentworth City Hall, 71 Main Street West, 7th Floor Hamilton, Ontario L8N 3T4 Tel: (905) 546-4221 33	May 10/93	June 1/93	Oct 4/93	- identified relevant projects: • Ferguson Ave. Redevelopment • Beasley Neighbourhood Plan Review • Residential Enclaves • West Harbourfront Development Study • Beasley Neighbourhood Profile - would like minutes of meetings, active involvement in project & comment on decisions
Mr. G. Baker, Chief Hamilton Fire Department 55 King William Street Hamilton, Ontario L8R 1A2 Tel: (905) 546-3333 33	May 10/93	June 1/93	Oct 4/93	
Mr. R. Sugden Director, Culture and Recreation City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-2750 33	May 10/93	June 1/93	Oct 4/93	
Mr. D. Lobo Director, Public Works Department City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-2785 33	May 10/93	June 1/93	Oct 4/93	
Mr. B. Janssen Head, Policy Neighbourhood Planning Local Planning Department Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4221 33	May 10/93	X	X	- Mr. V. Abraham (Director of Local Planning) indicated further involvement through Ms. Tanner

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. V. Matus Manager, Urban Design Local Planning Department Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4455 33	May 10/93	X	Oct 4/93	- Mr. V. Abraham (Director of Local Planning) indicated further involvement through Ms. Tanner - subsequent response (June 2) indicating involvement in the assessment of alternatives and willing to attend meetings
Mr. V. DePietro Senior Property Officer City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4502 33	X	June 1/93	Oct 4/93	- added after initial advertisement May 5/92 - will be advised throughout the study
Mr. P. Mallard Head, Rezoning Matters, OPA Local Planning Department Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4221 33	May 10/93	X	X	- Mr. V. Abraham (Director of Local Planning) indicated further involvement through Ms. Tanner
Mr. A. Georgieff Director, Regional Planning Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4186 33	May 10/93	June 1/93	Oct 4/93	
Mr. D. Godley Manager, Land Use and Policy Planning and Development Department Region of Hamilton-Wentworth 119 King Street West, 14th Floor P.O. Box 910 Hamilton, Ontario L8N 3V9 Tel: (905) 546-4153 33	May 10/93	June 1/93	Oct 4/93	- to be informed about project through minutes of external team meetings and notification of PIC's
Mr. B. Hunter Department of Public Health Services Health Unit Region of Hamilton-Wentworth 25 Main Street West, 2nd Floor P.O. Box 897 Hamilton, Ontario L8N 3P6 Tel: (905) 546-3500 33	May 10/93	June 1/93	Oct 4/93	

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. B. Pearce Head, Strategic Planning Planning and Development Department Region of Hamilton-Wentworth 119 King Street West, 14th Floor P.O. Box 910 Hamilton, Ontario L8N 3V9 Tel: (905) 546-4178 33	May 10/93	X	X	- would like to receive minutes of external team meetings - Local Planning Branch will serve as Region's contact
Dr. F. Scott Medical Officer of Health Department of Public Health Services Health Unit Region of Hamilton-Wentworth 25 Main Street West, 2nd Floor Hamilton, Ontario L8N 3P6 Tel: (905) 546-3500 33	May 10/93	June 1/93	Oct 4/93	
Mr. K. Brenner Manager of Programming and Preliminary Design Environmental Services Department Region of Hamilton-Wentworth 35 King Street East, 4th Floor Hamilton, Ontario L8N 4A9 Tel: (905) 546-4299 33	May 10/93	June 1/93	Oct 4/93	- want to comment on decisions made but do not need to participate in meetings - no new sewer works but system rehabilitation may be necessary - watermain rehabilitation may also be necessary - project timing should be coordinated
Mr. S. Galbraith Manager, Business Development Economic Development Department Region of Hamilton-Wentworth 1 James Street South, 3rd Floor Hamilton, Ontario L8P 4R5 Tel: (905) 546-4447 33	May 10/93	June 1/93	Oct 4/93	- concerned with impact on area businesses and possible disruptions/restrictions/limitations which might alter business operations and investment potential - wants to comment on decisions made
Mr. N. Catalano, Director Economic Development Department Region of Hamilton-Wentworth 1 James Street South, 3rd Floor Hamilton, Ontario L8P 4R5 Tel: (905) 546-4447 33	May 10/93	June 1/93	Oct 4/93	
S/Sgt Heddle Hamilton-Wentworth Regional Police 155 King William Street P.O. Box 1060 Stn A Hamilton, Ontario L8N 4C1 Tel: (905) 546-4925 33	May 10/93	June 1/93	Oct 4/93	- would like to receive any information which may affect the traffic flow during construction

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. K. Christenson Legislative Assistant, Secretary Transport and Environment Committee City Clerk's Department City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-2728 33	May 10/93	X	X	- no further interest in study
Mr. J. Schatz, City Clerk City Clerk's Department City of Hamilton City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-2728 33	May 10/93	June 1/93	Oct 4/93	
Mr. B.S. Konkle Director, Planning and Engineering Hamilton Region Conservation Authority 838 Mineral Springs Road P.O. Box 7099 Ancaster, Ontario L9G 3L3 Tel: (905) 525-2181 33	May 10/93	June 1/93	X	- no further involvement necessary (letter from Mr. S. Peck)
Ms. Katherine Chute The Hamilton Harbour Commissioners 605 James Street North Hamilton, Ontario L8L 1K1 Tel: (905) 525-4330 32	X	X	Oct 4/93	- added after PIC #1 notification - wants to keep informed through minutes of external team meetings and comment on decisions made - was faxed traffic count data along Burlington Street (dec. 2, 1993)
Mr. Doug Pateman The Hamilton Harbour Commissioners 605 James Street North Hamilton, Ontario L8L 1K1 Tel: (905) 525-4330 32	X	X	Oct 4/93	- added after PIC #1 notification - wants to keep informed through minutes of external team meetings and comment on decision made - wants to be notified of Public Information Centres - would like to see improved access to Piers 11, 12 and 14 by widening and signaling Emerald Street and possible closing of Victoria Street to the north

PUBLIC AGENCIES (33)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. T. Gill Senior Director, Roads Department Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4300 33	X	X	Oct 4/93	- added to list after PIC #1
Mr. D. Turvey Commissioner of Transportation Region of Hamilton-Wentworth 330 Wentworth Street North Hamilton, Ontario L8L 5W2 Tel: (905) 528-4200 33	X	X	Oct 4/93	- added to list after PIC #1
Mr. R. Meiers Operations Engineer, Public Works Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4297 33	X	X	Oct 4/93	- added to list after PIC #1
Mr. J. Pook Horticulturist, Parks and Recreation Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 545-6130 33	X	X	Oct 4/93	- added to list after PIC #1
Coordinator of Community Renewal, Public Works Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-2755 33	X	X	Oct 4/93	- added to list after PIC #1
Mr. G. Aston Director, Programming and Development Region of Hamilton-Wentworth City Hall, 71 Main Street West Hamilton, Ontario L8N 3T4 Tel: (905) 546-4294 33	X	X	Oct 4/93	- added to list after PIC #1

PUBLIC SCHOOLS (34)

	INITIAL	PIC #1	PIC #2	COMMENTS
Bennetto Middle Public School 444 Hughson Street North Hamilton, Ontario L8L 4N5 Tel: (905) 526-7666 34	X	June 1/93	Oct 4/93	
Robert Land Public School 460 Wentworth Street North Hamilton, Ontario L8L 5W8 Tel: (905) 527-1563 34	X	June 1/93	Oct 4/93	
St. Lawrence's Elementary School 88 Macauley Street East Hamilton, Ontario L8L 3X3 Tel: (905) 529-6625 34	X	June 1/93	Oct 4/93	
Centennial Public School 47 Simcoe Street East Hamilton, Ontario L8L 3N2 Tel: (905) 528-6341 34	X	June 1/93	Oct 4/93	

RATEPAYERS AND COMMUNITY GROUPS (35)

	INITIAL	PIC #1	PIC #2	COMMENTS
Benneto Rereation Centre 450 Hughson Street North Hamilton, Ontario L8L 4N5 Tel: (905) 529-2948 35	X	June 1/93	Oct 4/93	
Mr. David Beland Citizens for Citizens 182 St. Clair Blvd. hamilton, Ontario L8M 2P1 Tel: (905) 549-4407 35	X	June 1/93	Oct 4/93	
Ms. Alice Lupton North End Neighbourhood Association 49 Brock Street Hamilton, Ontario L8L 4L6 Tel: (905) 529-5033 35	X	June 1/93	Oct 4/93	
Ms. Gil Simmons North End Neighbourhood Association 449 Bay Street north Hamilton, Ontario L8L 1N2 Tel: (905) 522-9974 35	X	June 1/93	Oct 4/93	

SCHOOL BOARDS (36)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. J. Wyntire Transportation Department The Hamilton-Wentworth Roman Catholic Separate School Board 90 Mulberry Street P.O. Box 2012 Hamilton, Ontario L8N 3R9 Tel: (905) 525-2930 36	X	June 1/9	Oct 4/93	
Mr. Jackson Research Supervisor Hamilton Board of Education 100 Main Street West Hamilton, Ontario L8N 3L1 Tel: (905) 527-5092 36	X	June 1/93	Oct 4/93	

SOCIAL/CULTURAL (42)

	INITIAL	PIC #1	PIC #2	COMMENTS
Ms. Nina Chapple Architectural Historian Local Architectural Conservation Advisory Committee Hamilton City Hall Planning and Development Department 71 Main Street West, 7th Floor Hamilton, Ontario L8N 3T4 Tel: (905) 526-4221 42	X	June 1/93	Oct 4/93	
Ms. Gloria de Santis The Social Planning and Research Council of Hamilton and District 155 James Street South, 6th Floor Hamilton, Ontario L8P 3A4 Tel: (905) 522-1148 42	X	June 1/93	Oct 4/93	
Hamilton-Wentworth Housing Authority 119 King Street West, 7th Floor P.O. Box 2112 Hamilton, Ontario L8N 3Z9 Tel: (905) 521-7399 42	X	June 1/93	Oct 4/93	
Leander Boat Club P.O. Box 35 Hamilton, ON L8N 3A2 Tel: (905) 527-7377 42	X	June 1/93	Oct 4/93	
Housing Help Centre for Hamilton-Wentworth 135 Rebecca Street Hamilton, Ontario L8R 1B9 Tel: (905) 528-0221 42	X	June 1/93	Oct 4/93	

UTILITIES (43)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. D. Marsalles Hamilton Hydro-Electric System Engineering Department 55 John Street South P.O. Box 249 Hamilton, Ontario L8N 3E4 Tel: (905) 522-6611 43	X	June 1/93	Oct 4/93	
Mr. G. Moore Real Estate Administrator Ontario Hydro 40 Olympic Drive Box 8585 Dundas, Ontario L9H 5E9 Tel: (905) 628-4300 43	X	June 1/93	Oct 4/93	
Mr. D. Cooney Bell Canada Engineering Department 66 Bay Street South, 6th Floor P.O. Box 340 Hamilton, Ontario L8N 3H2 Tel: (905) 526-5786 43	X	June 1/93	Oct 4/93	
Mr. M. Costello Union Gas 360 Strathearne Avenue P.O. Box 10 Hamilton, Ontario L8N 3A5 Tel: (905) 548-3512 43	X	June 1/93	Oct 4/93	
TransCanada Pipelines Right-of-Way Department P.O. Box 1000, Station M Calgary, Alberta T2P 4K5 Tel: (403) 262-6100 43	X	June 1/93	Oct 4/93	
Mr. S.A. Ramsay Interprovincial Pipeline Limited 125 Lakeshore Boulevard Road East Suite 303 Oakville, Ontario L6J 1H3 Tel: (416) 849-7811 43	X	June 1/93	Oct 4/93	
Ms. B. Wang Trans-Northern Pipelines Inc. Manulife Centre, Suite 1212 55 Bloor Street West Toronto, Ontario M4W 3H3 Tel: (416) 924-3353 43	X	June 1/93	Oct 4/93	

UTILITIES (43)

	INITIAL	PIC #1	PIC #2	COMMENTS
Mr. J. Moggach Northgate Cable TV 1603 Main Street West Hamilton, Ontario L8S 1E6 Tel: (905) 522-3012 43	X	June 1/93	Oct 4/93	
Mr. G. Pinard Manager of Engineering Sun-Canadian Pipeline Ltd. P.O. Box 470 830 Hwy 6 North Hamilton, Ontario L0R 2H0 Tel: (905) 689-6641 43	X	X	Oct 4/93	
Mr. D. Kohlmann Superintendent Sarnia Product Pipelines 100 5th Concession R.R.1 Waterdown, Ontario L0R 2H1 Tel: (905) 689-6651 43	X	X	Oct 4/93	
Mr. B. Corrigan Engineering Manager Rogers Cable TV 695 Lawrence Road Hamilton, Ontario L8K 6P1 Tel: (905) 548-8001 43	X	X	Oct 4/93	

LIBRARIES (44)

	INITIAL	PIC #1	PIC #2	COMMENTS
Picton Branch Library 502 James Street North Hamilton, Ontario L8L 1J3 Tel: (416) 546-3494 44	X	June 1/93 (drop off)	X	

APPENDIX B

NEWSPAPER ADVERTISEMENT FOR PUBLIC INFORMATION CENTRE NO. 2

NOTICE OF PUBLIC INFORMATION CENTRE RECONSTRUCTION AND WIDENING OF BURLINGTON STREET

from Wellington Street to Birch Avenue
City of Hamilton

The Region is finalizing an environmental assessment study to alleviate operational problems associated with turning movements and truck traffic and the condition of the roadway along Burlington Street. The study is following the process described in the provincially approved Class Environmental Assessment for Municipal Road Projects document and allows for extensive public consultation. The first Public Information Centre held in June 1993, introduced the study and design alternatives. At this second and last Public Information Centre, the preferred plan will be presented.

The preferred plan is to reconstruct and widen Burlington Street to provide a continuous left turn lane from Victoria Street to Birch Avenue. The project will involve a widening along the south side of Burlington Street and require a number of properties to be purchased for the additional road allowance. Additional recommendations include sidewalk construction, intersection improvements, landscaping and roadway reconstruction in the vicinity of the Wellington Street/Burlington Street intersection.

Environmental assessment approval is being sought for the entire project, however, the construction will be staged over a two year period, beginning in 1995. The Public Information Centre to discuss the above recommendations will be held:

DATE:	WEDNESDAY, OCTOBER 13, 1993
TIME:	6:30 - 9:00 p.m.
LOCATION:	ROBERT LAND SCHOOL (Gymnasium) 460 Wentworth Street North

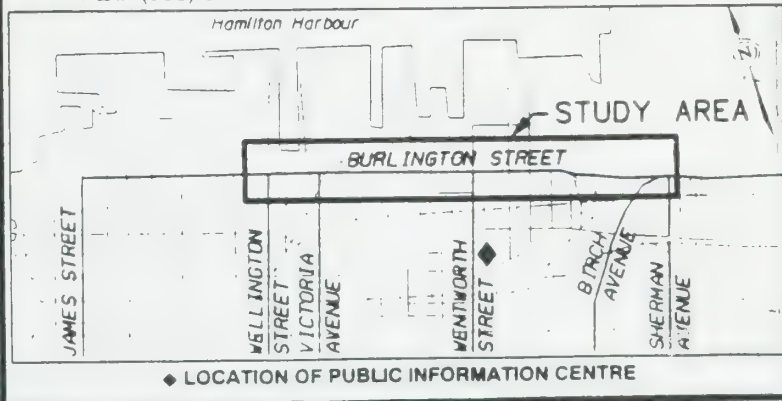
Representatives from the Region and the Consultant will be available to explain the environmental assessment process, the preferred plan and to answer questions.

Following the Public Information Centre, the preferred plan will be finalized and an Environmental Study Report (ESR) will be prepared. Further notification will be given when the ESR is made available for a 30 day public review period. Prior to this, any further notification will be provided to those who have expressed an interest in being further involved. If serious environmental concerns cannot be resolved through this process, requests may be made that the project be subject to a formal environmental assessment review and approval process. The final decision regarding requests for a formal environmental assessment rests with the Minister of the Environment and Energy.

If you are unable to attend and wish to obtain information or submit verbal or written comment about the study at any time, please contact:

Pamela Hubbard
Environmental Planner
Roads Department
The Regional Municipality
of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, ON L8P 1H1
Tel: (905) 546-2388
Fax: (905) 546-2385

Harold Sich, P.Eng.
Project Manager
Hatch Associates
2800 Speakman Drive
Mississauga, ON L5K 2R7
Tel: (416) 855-7600
Fax: (416) 855-8270



APPEARED OCTOBER 6, 1993
IN HAMILTON SPECTATOR

APPENDIX C

BROCHURE FOR PUBLIC INFORMATION CENTRE NO. 2

PURPOSE OF THE INFORMATION

CENTRE

The following information will be available:

- update on the current status of the study
- the results of the evaluation of design alternatives
- specific recommendations including the preferred plan
- future schedule

Staff from the Region and Hatch Associates will be available to answer questions and receive your opinion .

FUTURE PUBLIC INVOLVEMENT

The Region is following the process described in the provincially approved Class Environmental Assessment for Municipal Road Projects document. Your involvement is an essential part of this process and you are encouraged to participate and provide comments.

Following this Public Information Centre, the preferred plan will be finalized and an Environmental Study Report (ESR) will be prepared. When the ESR is completed, the public will be notified in the newspaper of a 30 day public review period of the report. Only those who have previously expressed an interest, or are directly affected by the project



will be given direct notification of this review period. If serious environmental concerns cannot be resolved through this process, requests may be made to subject this project to a formal environmental assessment review and approval process.

If you require more explanation of this proposed project or of the public review period described above, please plan to attend the information centre or contact the Regional Roads Department.

NEED MORE INFORMATION?

If you cannot attend the information centre but have questions, comments or need further information, please contact:

*Pamela Hubbard, Env. Planner
Roads Department
25 Main Street West
10th Floor
Hamilton, L8P 1H1
Tel: (416) 546 - 2388
Fax: (416) 546 - 2385*

or

*Harold Sich, P.Eng.
Project Manager
Hatch Associates
2800 Speakman Drive
Mississauga, L5K 2R7
Tel: (416) 855 - 7600
Fax: (416) 855 - 8270*

Any comments or concerns will be considered prior to the completion of the Environmental Study Report.



REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

ROADS DEPARTMENT

CLASS ENVIRONMENTAL ASSESSMENT

Burlington Street
between Wellington Street
and
Birch Avenue
City of Hamilton

**YOU ARE INVITED
TO ATTEND A
PUBLIC INFORMATION CENTRE**

October 13, 1993

**Robert Land Public School
(Gymnasium)**

460 Wentworth Street North

6:30 pm to 9:00 pm



Recycled paper

BACKGROUND

Traffic problems are occurring on Burlington Street because of inadequate turning provisions, increased truck traffic and poor road conditions. This study will recommend improvements for Burlington Street to deal with these problems.

In June 1993, the first Public Information Centre presented the problems, the study process and the evaluation of planning solutions. Also on display were maps showing present conditions and design alternatives.

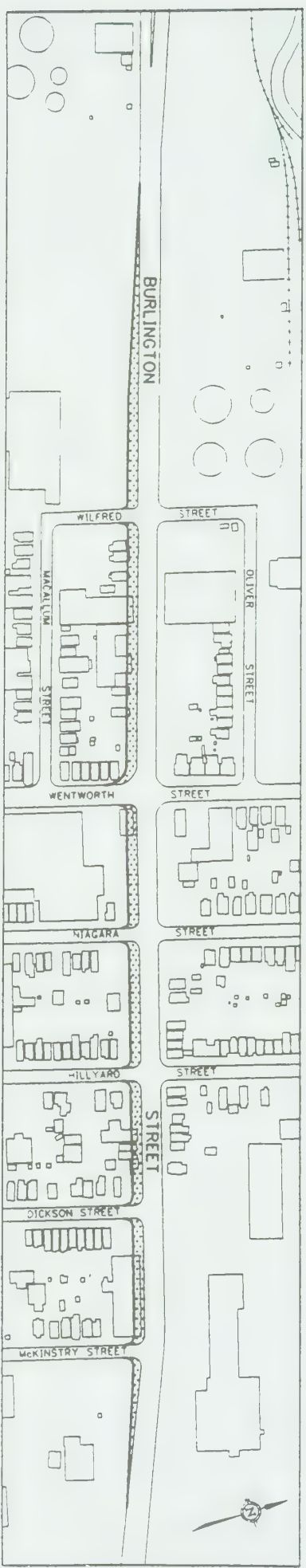
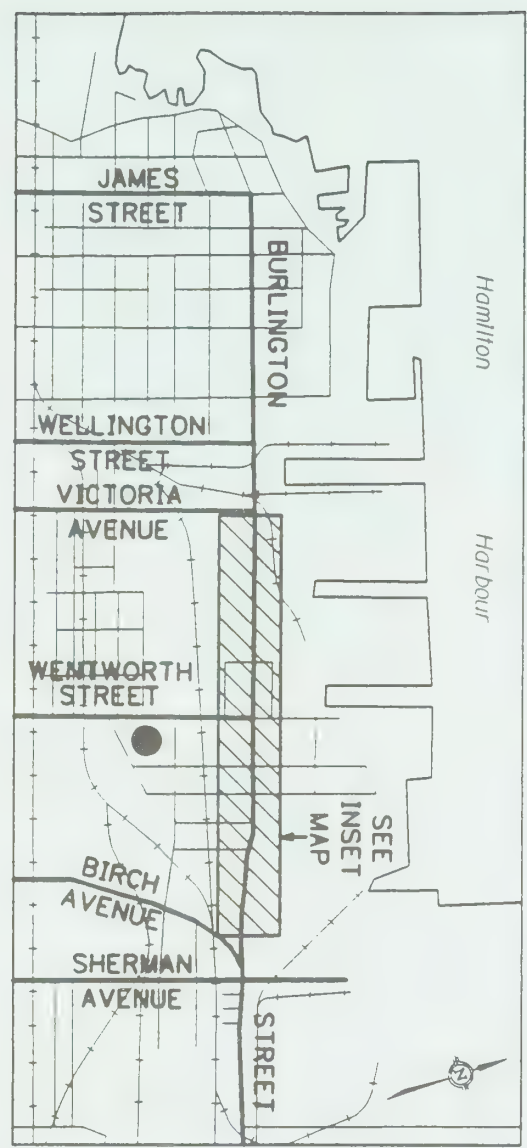
CURRENT STATUS

Since the first Public Information Centre, the design alternatives and evaluation factors have been refined, incorporating your comments and concerns. During the summer, design alternatives were evaluated in detail and a preferred plan was identified.

THE PREFERRED PLAN

The preferred plan is to reconstruct and widen Burlington Street to provide a continuous left turn lane from Victoria Avenue to Birch Avenue. The project will involve widening Burlington Street along the south side (see enlarged map below for details) and will require a number of properties to be purchased for the additional road allowance. Additional recommendations include sidewalk reconstruction, intersection improvements, landscaping and roadway reconstruction in the vicinity of the Wellington Street/Burlington Street intersection.

Prior to construction, the recommended widening in the vicinity of the Wilfred Street intersection will be reviewed to determine if it is necessary to restrict traffic movements at Wilfred Street by providing a raised median from west of Wilfred Street to Wentworth Street.



● LOCATION OF PUBLIC INFORMATION CENTRE

▨ AREAS OF PROPOSED WIDENING

APPENDIX D

PUBLIC INFORMATION CENTRE NO. 2 HANDOUT MATERIAL

**REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH**

CLASS ENVIRONMENTAL ASSESSMENT

FOR

BURLINGTON STREET

BETWEEN

WELLINGTON STREET TO BIRCH AVENUE

INFORMATION PACKAGE

**PUBLIC INFORMATION MEETING
OCTOBER 13, 1993**

WELCOME

The Regional Municipality of Hamilton-Wentworth is finalizing a study to improve traffic problems and roadway conditions along Burlington Street from Wellington Street to Birch Avenue in the City of Hamilton.

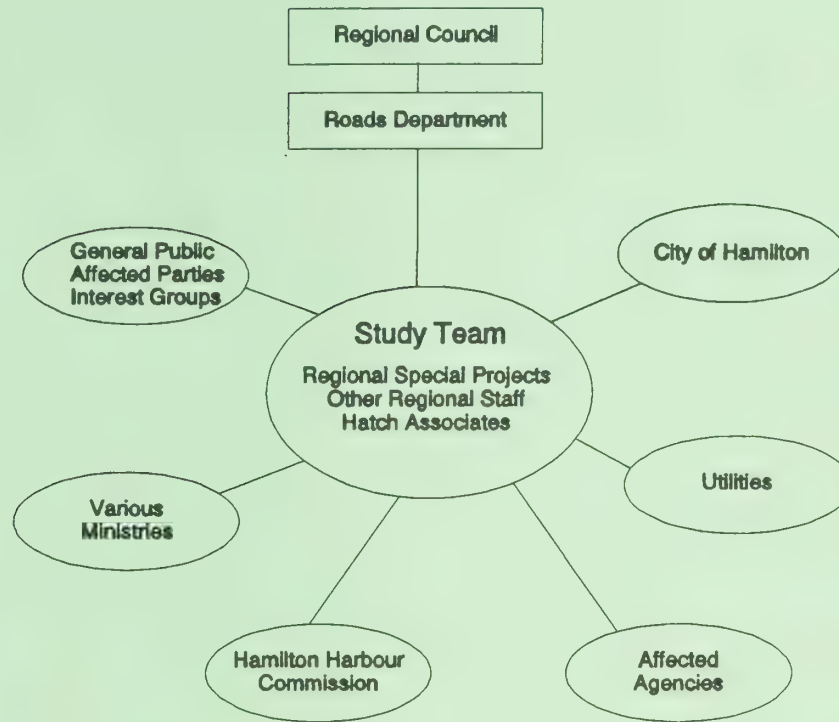
The Region is required to follow a planning process as specified in the document "Class Environmental Assessment for Municipal Road Projects".

The purpose of this public information meeting is:

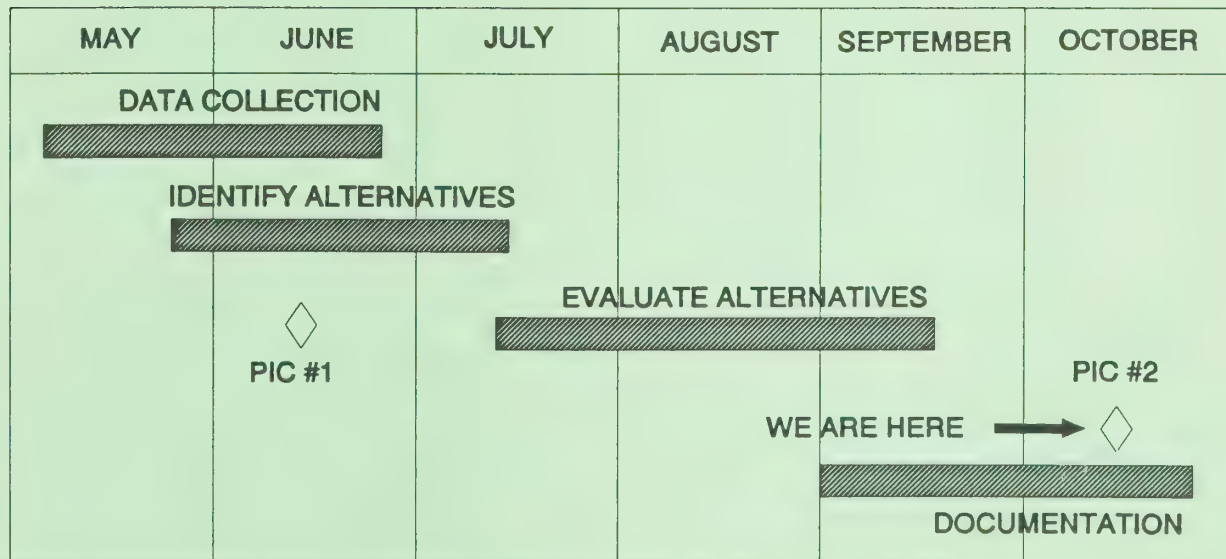
- to update the community on the current status of the study
- to gain input and understanding from the community on:
 - the results of the evaluation of design alternatives
 - the specific recommendations of the preferred plan
- to provide information to all interested parties
- to outline the future schedule

Please review the presentation material and you are encouraged to express your concerns and comments at any time.

STUDY INVOLVEMENT



STUDY SCHEDULE



◇ PUBLIC INFORMATION CENTRES (PIC)

BACKGROUND

The Region initiated a Class Environmental Assessment (EA) to recommend improvements along Burlington Street to deal with traffic problems and poor road conditions in April 1993.

In June 1993, a Public Information Centre was held where the following was presented:

- the study process and schedule
- the identified problems and need
- maps showing present conditions
- the evaluation of planning solutions
- maps showing the preliminary design alternatives
- a preliminary list of factors to be used in evaluating the design alternatives

CURRENT STATUS

Since the first Public Information Centre, the Study Team has:

- refined the design alternatives and evaluation factors incorporating your comments and concerns
- continued involvement with the general public and affected agencies
- carried out a detailed evaluation of the design alternatives
- identified a preferred plan along Burlington Street

THE NEED

The need for improvements along Burlington Street that have been identified during this study are:

- traffic problems
 - poor accessibility to and from intersections and entrances
 - poor turning provisions especially for trucks
 - safety concerns
- poor pavement condition
 - high maintenance costs
 - poor rideability
 - safety concerns
- aesthetics
 - deteriorating pavement condition
 - poor boulevard/landscaping opportunities

EVALUATION OF PLANNING SOLUTIONS

The Class EA planning process requires the examination of a wide range of planning solutions. Planning solutions that were considered included:

- Do Nothing
- Resurface Roadway
- Reconstruct Roadway
- Minor Intersection Improvements
- Transit Improvements
- Road Widenings (Burlington or Barton Street)
- Land Use Initiatives

The above planning solutions were evaluated with respect to both the objectives of the study and through the use of factors representing the broad definition of the environment.

WIDENING OF BURLINGTON STREET

The widening of Burlington Street is the selected planning solution as it:

- meets or supports all of the project objectives
- specifically improves both the pavement condition and traffic problems along Burlington Street

BENEFITS OF WIDENING

- improved traffic flow
- improved safety
- improved turning opportunities
- improved pavement structure
- reduced maintenance costs
- landscaping opportunities

DESIGN ALTERNATIVES

Design alternatives were developed which were similar methods of carrying out the recommended widening solution. Design alternatives have been developed separately along Burlington Street and for the Burlington/Wellington intersection. Following are brief descriptions of the design alternatives.

Birch Avenue to Wellington Street

- | | | |
|---------------|---|---|
| ALTERNATIVE A | - | widening of Burlington Street to both sides |
| ALTERNATIVE B | - | widening of Burlington Street to the south side only |
| ALTERNATIVE C | - | widening of Burlington Street to the north side only |
| ALTERNATIVE D | - | widening along Burlington Street to the north side, east of Wilfred Street |
| ALTERNATIVE E | - | widening along Burlington Street to the south side, east of Wilfred Street |

Burlington/Wellington Intersection

- | | | |
|---------------|---|--|
| ALTERNATIVE X | - | minor intersection improvements |
| ALTERNATIVE Y | - | minor Burlington Street realignment into Wellington Street |
| ALTERNATIVE Z | - | realign Burlington Street into Wellington Street |

EVALUATION OF ALTERNATIVES

The Study Team analyzed the opportunities and impact of the design alternatives in terms of many factors grouped under the goals of:

- to maximize service
- to minimize impacts
- to minimize costs

Public comment was incorporated both in the development of factors for evaluation and in the refinement of the design alternatives.

To evaluate the design alternatives, a significant amount of data was collected and calculated. This included:

- measures of transportation service
- impact to:
 - houses and businesses
 - people's lives from noise and visual intrusion
 - road system
- cost
 - construction
 - property
 - decommissioning of contaminated soil

EVALUATION OF ALTERNATIVES

The Study Team reviewed the results of the data collection and analysis and compared the relative disadvantages and advantages of each alternative within each factor grouping. Below is a discussion of the evaluations.

Birch Avenue to Victoria Avenue

- ALTERNATIVES A, B, and C are equal in transportation service, while ALTERNATIVES D and E provide a lower transportation service and does not fully address the future transportation network
- construction costs and potential for contaminated property are similar for all alternatives
- property cost and impacts are closely related:
 - ALTERNATIVE A has a comparatively high potential impact
 - ALTERNATIVE B and C have a medium potential impact
 - ALTERNATIVE D and E have a medium to low potential impact

Burlington/Wellington Intersection

- alternatives provide a similar transportation service
- ALTERNATIVES Y and Z are not compatible with the future transportation network
- impacts and costs are significantly higher for ALTERNATIVES Y and Z

RESULTS OF THE EVALUATION

Birch Avenue to Victoria Avenue

- ALTERNATIVE A has no distinct advantages over the other alternatives
- ALTERNATIVES D and E offer little improvement in impacts over the remaining alternatives with a lower transportation service (impact at intersections) and does not support the future transportation network
- ALTERNATIVES B and C are similar but ALTERNATIVE B has less impact on businesses and provides more flexibility for the future transportation network

Recommendation: Widen on the south side (Alternative B)

Burlington/Wellington Intersection

- ALTERNATIVE Y and Z offer no significant transportation service advantages and have greater impacts and costs

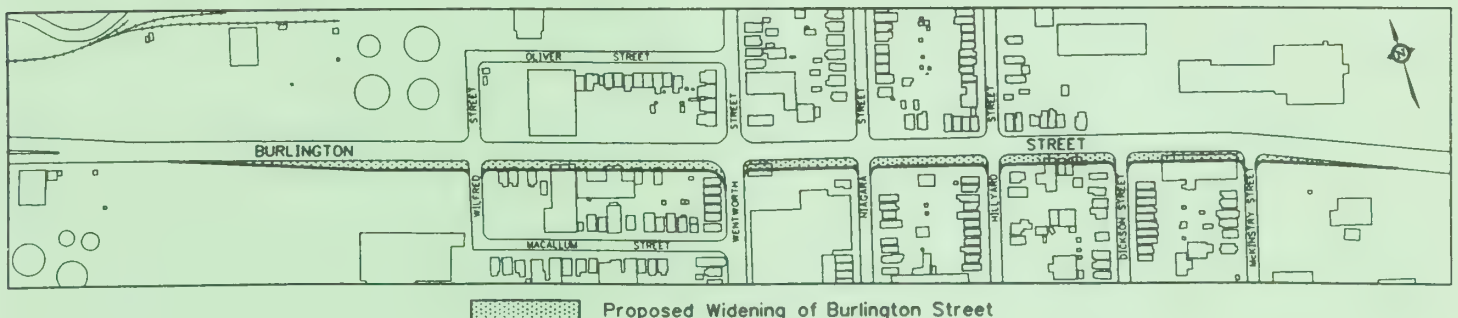
Recommendation: Minor intersection improvements (Alternative X)

THE PREFERRED PLAN

The evaluation of the design alternatives resulted in recommending the widening of Burlington Street along the south side from east of Victoria Street to east of McKinstry Street, with minor improvements at the Burlington Street/Wellington Street intersection.

The preferred plan is to reconstruct and widen Burlington Street to provide a continuous left turn lane from Victoria Avenue to Birch Avenue. The widening along the south side will require a number of properties to be purchased for the additional road allowance. Additional recommendations include sidewalk reconstruction, intersection improvements and landscaping.

Prior to construction, the recommended widening in the vicinity of the Wilfred Street intersection will be reviewed to verify that conditions have not changed the conclusions of this study. The review will determine whether it is necessary to include a raised median from west of Wilfred Street to Wentworth Street and restrict traffic movements at Wilfred Street.



WHEN WILL CONSTRUCTION START?

The actual timing of construction along Burlington Street depends on many issues including the approval process for the Environmental Study Report, the purchase of properties and the availability of funds for this and other competing projects.

With a project of this magnitude, the reconstruction will be built in two stages. The first stage will likely start in 1995 and include the reconstruction of the Wellington Street/Burlington Street intersection and along Burlington Street to the vicinity of Wilfred Street. The remainder of the project, Wilfred Street to Birch Avenue, would be reconstructed in the following year.

WHERE DO WE GO FROM HERE?

Following this Public Information Centre, the Study Team will review the public comments, refine the detailed assessment of the preferred plan and complete the Environmental Study Report (ESR) for the project.

The report will be submitted to Regional Council for approval and then filed with the Ministry of the Environment and Energy. The public will be notified in the newspaper of a 30 day public review period of the ESR. Only those who have previously expressed an interest, or are directly affected by the project will be given direct notification of this review period. If serious concerns cannot be resolved through this process, requests may be made to subject this project to a formal environmental assessment review and approval process.

Please ask for more information on the review process and the likely schedule.

GET INVOLVED!

As you can see, many issues have been and will be continued to be addressed during the course of this study. In order to finalize this study, your involvement is necessary. You can continue to be involved in the following way:

- complete a comment sheet to record your concerns
- provide us your comments on the evaluation and the preferred plan
- leave your name with us to be notified by mail of the completion of the study
- review the Environmental Study Report when completed

Thank you for you interest in this project. If you have further questions or require additional information please contact:

Pamela Hubbard
Environmental Planner
Roads Department
The Regional Municipality of
Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, ON L8P 1H1

Tel: (905) 546-2388
Fax: (905) 546-2385

Harold Sich, P.Eng.
Project Manager
Hatch Associates
2800 Speakman Drive
Mississauga, ON L5K 2R7

Tel: (905) 855-7600
Fax: (905) 855-8270

Your comments will be most welcome at any time during the study.

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.



APPENDIX E

ATTENDANCE AT PUBLIC INFORMATION CENTRE NO. 2

NAME	ADDRESS
TONY NIGRO	544 WENTWORTH ~
GERALD POLMANER	76 KETTH ST.
W.T. FERRO ROATHER	501 Rymal Rd. W.
A HAMMOND	30 MACALLUM ST
KARL WHALEN	574 Burlington St E.
Roy Whalen	574 Burlington St E
LYLE OIKAWA	79 HILLYARD ST.
Mel Bonnar	122 Niagara St.
Carol Bonnar	122 Niagara St.
Steve E Glenville.	454 Burlington St E.
Laurice & Terry Kayton	119 Niagara St
Frank Imelli	459 Burlington St E.
Leard Domesat	25 McKinstry St
Bello Gijla	31 MACALLUM - 27
Nita Gijla	31 Macallum. 27
Mr & Mrs Henry McGarry	19 Dickson St
W. J. J. J.	260 Burlington St E.
F. J. J. J.	228 Burlington
N. J. J. J.	10 John St, Dundas
A. J. J. J.	576 Burlington St.

NAME	ADDRESS
L. Merotti	17 Dickson St.
V. Bagnardi	30 Dickson St
N. Bagnardi	20 Dickson St
H. Price	131 Hillyard St
Mrs. David Byron	7 Land St.
Mrs. Marion Wilson	31 McKinstry
M POWELL	129 HILL YARD
R. Taw	24 Macallum St.
Prof. Gaudin	474 Burlington St. E.
Wm. Diamond	622 Burlington St. E.
Angelo Lepore	490 Gardinto St.
David Korky	495 Stanforth St. N.
Mark Rue	Can Amera Foods
Ida Spilet	123 HILLYARD ST
Ray McKegown	551 Wellington N.
Karen & Ray Votaw	22 Macallum St.
H. Bullo	X
Lois Brown	206 Maplewood Ave.
Eric Campbell	274 Robert St L8M1X8
Jan Feberwee	

[illegible]

APPENDIX F

PUBLIC INFORMATION CENTRE NO. 2 COMMENT SHEETS

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

*Perimeter Fence NOW - 30 years of
talking and nothing is too too long!
To patch up this situation is spending
money for nothing.
The region should let a move on instead
of constantly talking.*

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

Handwritten: Thanks
A copy of this comment sheet may be included in the public documents.

Where did all the money go from
the licensed ^{car} and the last 5000.

ADDITIONAL COMMENTS:

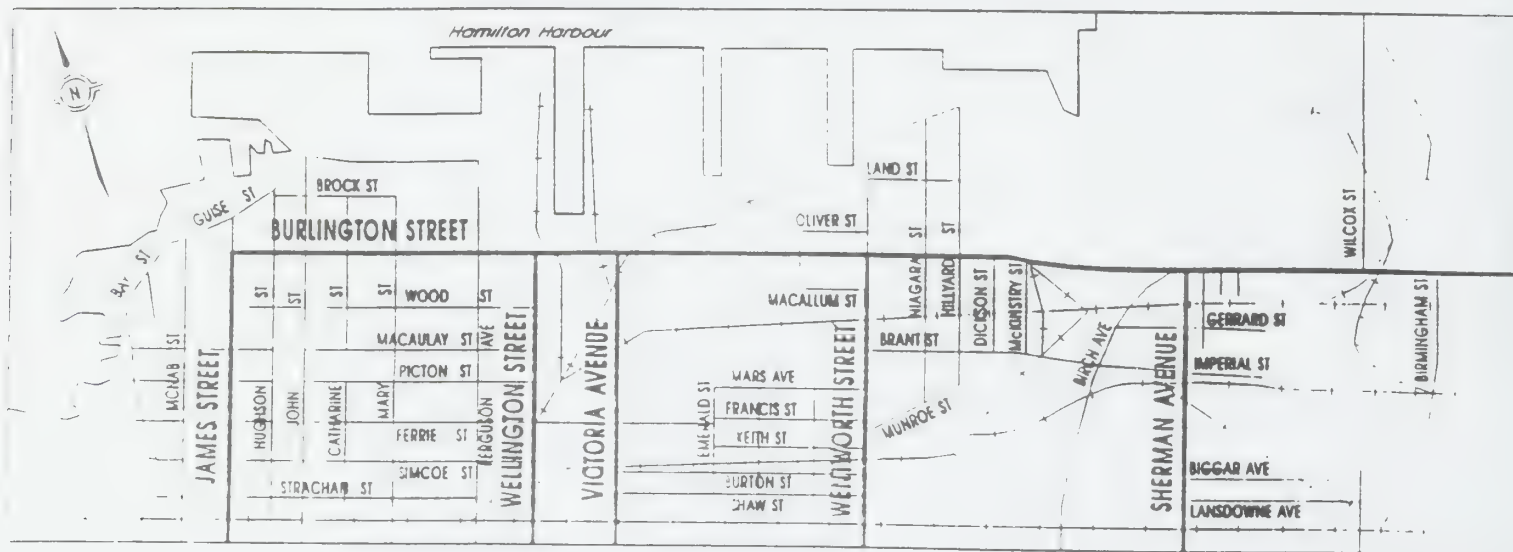
Drive license (watchdog)
Is this piece of roadway is
necessary isn't keep in mind

Limit the truck traffic in Hamilton
license the numbers allowed
and use change is just another
stake tactic

de-commissioning item is just
another red herring

Let us deal with you clean up
the city from the pollution.

I live on a bus route & the noise &
burns are sickening... my taxes
should be reduced



STUDY AREA

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

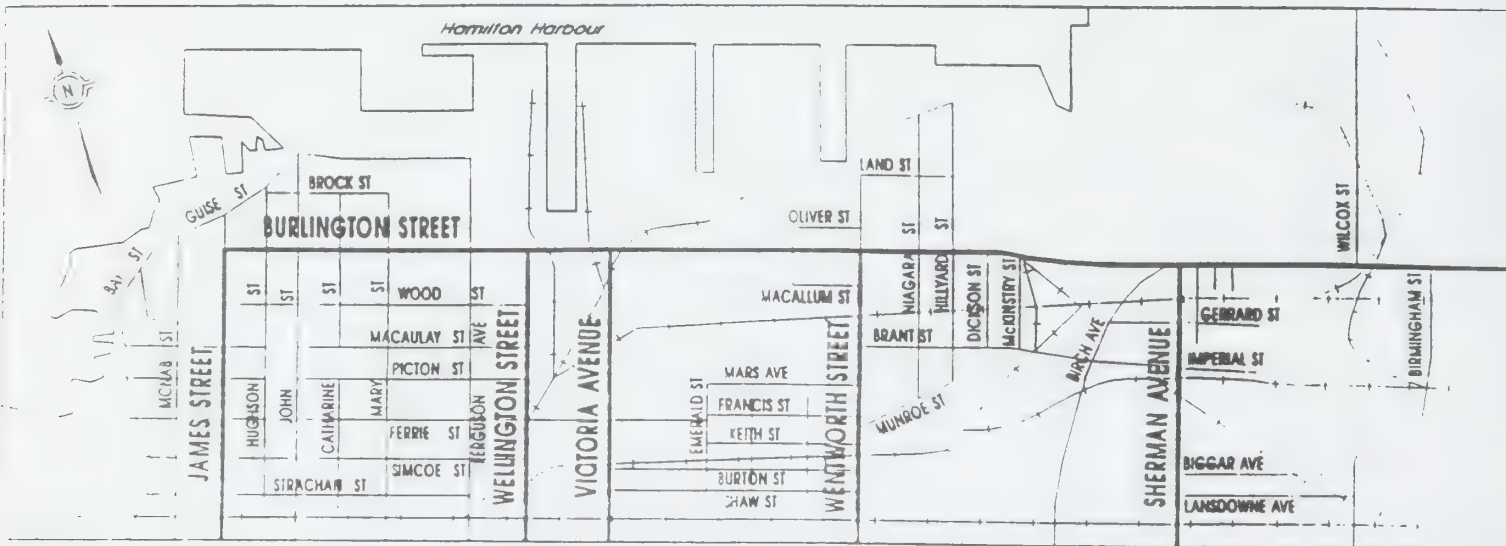
How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

A copy of this comment sheet may be included in the public documents.

ADDITIONAL COMMENTS: Wentworth & Burlington Street Crossing

- (2) ↓
- Crossing would cross 26 children to school + come home for lunch and 26 home again
 - WITH THE ADDITIONAL TRUCK LANE AND ENTRY - TRAFFIC MOUNTAIN A METHOD WILL BE NEEDED TO DEAL WITH TRAFFIC.
 - WELLINGTON STREET NEEDS A FULL STOP VERY DANGEROUS FOR TRUCK TRAFFIC BECAUSE OF SHARP TURN AND GRADE OF ROADWAY.
 - TRAINS COMING IN - - - - - AT WELLINGTON STREET SHOULD - - - - - WITH OUT OF HIGH TRAFFIC TRUCKS - - - - - BUSY HOUR.
 - NOISE BARRIERS - - - - - TRAFFIC TO GO WITH ENVIRONMENTAL CONCERNS SOME HAVE SUGGESTED - - - - -.



STUDY AREA

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

- 1) ALTERNATIVE X - LANES MUST BE MARKED THROUGH THE ENTIRE
CORNER TO HELP PREVENT CARS FROM "CUTTING THE CORNER"
- PARKING MUST NOT BE ALLOWED ALONG THE WEST SIDE OF
WELLINGTON STREET SO THAT TRAFFIC IS ALLOWED TO
FLOW FREELY UP WELLINGTON.
- WILL AIR QUALITY BE ~~COMPROMISED~~ COMPROMISED FOR
RESIDENTS ALONG THE SOUTH SIDE OF BURLINGTON ST.

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

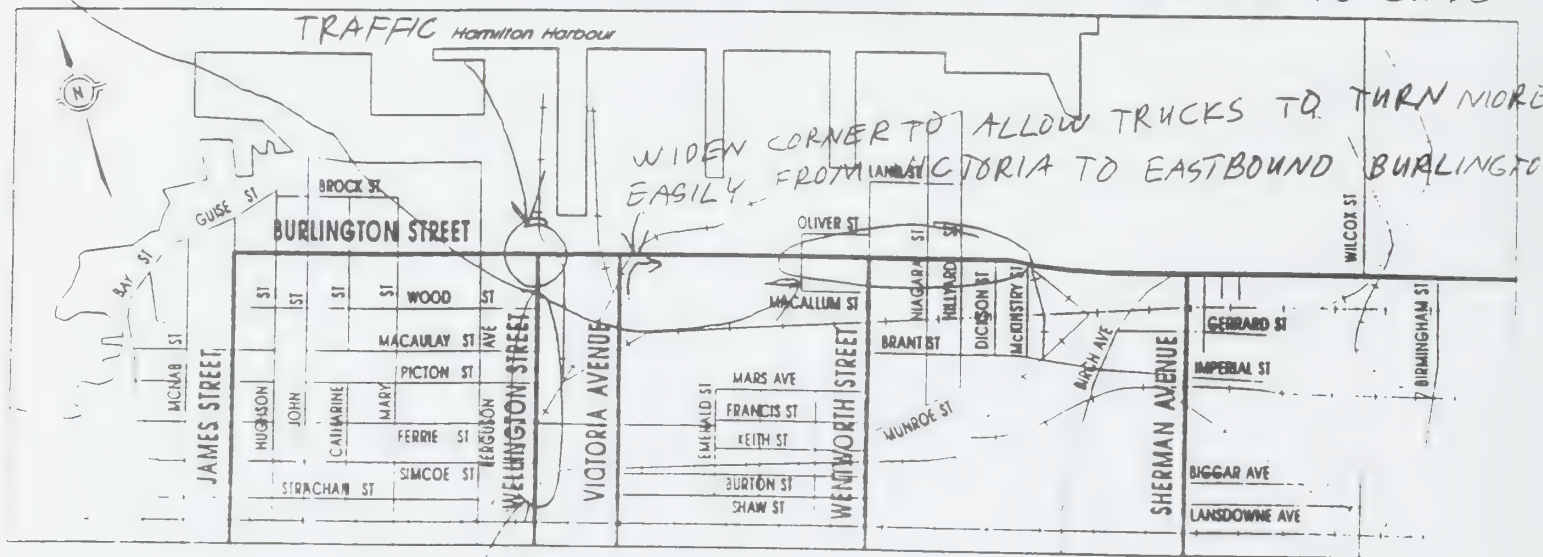
A copy of this comment sheet may be included in the public documents.

ADDITIONAL COMMENTS:

- TRAFFIC SIGNAL AT HILLYARD STREET SHOULD BE TIED INTO THE CENTRAL TRAFFIC COMPUTER AND A CAR SENSOR SHOULD BE PUT ON HILLYARD ST. (CAR SENSOR ON HILLYARD IS PRESENTLY UNOPERATIONAL)
- TURNING ~~RADIUS~~ RADII ON ALL FOUR CORNERS HILLYARD / BURLINGTON INTERSECTION MUST BE INCREASED TO ACCOMMODATE TRUCK TRAFFIC.
- HAVE SOUND BARRIERS BEEN CONSIDERED ALONG BURLINGTON ST.?
- NON SETTLING ROAD BASE MUST BE INSTALLED TO PREVENT HEAVING OF THE ROAD AT INTERSECTIONS. (DECREASE NOISE + VIBRATION)

I DON'T THINK TRAFFIC VOLUMES WARENT WARRENT A SHARED LEFT TURN LANE. I THINK IT SHOULD BE AN EXCLUSIVE LEFT TURN LANE TO WENTWORTH, NIAGARA, AND HILLYARD STREETS

MARK TRAFFIC LANES THROUGH ENTIRE CORNER TO GUIDE



DON'T ALLOW PARKING ON WEST SIDE OF WELLINGTON ST. CONSTRICT TRAFFIC FLOW

PARKING IS REQUIRED
NEEDS AN EXCLUSIVE PARKING LANE STUDY AREA
TRAFFIC FLOW

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

THE NORTH SIDE OF BURLINGTON ON THE CORNER
OF HILLIARD! TRUCKS TURNING ON TO HILLIARD
FROM BURLINGTON DO NOT HAVE ENOUGH ROOM
ON THE ROAD SO THEY ARE CLIMBING THE CURB.
IF NO CHANGE IS TO BE MADE ON THAT CORNER.
I SUGGEST YOU RE-ROUTE ALL TRUCKS DOWN WENTWORTH
TO CHANGE THAT CORNER YOU WOULD ONLY NEED TO BUY ONE
HOUSE SEEING THAT THE CITY ALREADY OWNS THE OTHER CORNER.
HOME.

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

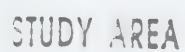
☒ Newspaper

☐ Word of Mouth

☐ Other _____

A copy of this comment sheet may be included in the public documents.

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**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

*What the project will do - widening which route
to the west side of the street.
There are many trees on the west side of the street
and they should be preserved.*

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

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BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

WITH YOU PEOPLE BUYING NOISE AROUND ME ON
BURLINGTON ST. ~~THE~~ TAKING THEM DOWN.
YOU HAVE DRIVEN THE NOISE DOWN AND MADE
IT HARD FOR ME TO TELL PEOPLE ASK HOW MUCH
I WANT THEY WOULD HEAR TO MUCH NOISE. TO MUCH
VIBRATION YOUSE MADE - SO I CAN'T SLEEP. A NIGHT
NOW PEOPLE WANT TO STEAL MY HOME THAT I HAVE
WORKED HARD AT BUILDING MY HOME. WITH THE
NOISE IN VIBRATION - HAS MADE MY NOISE

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

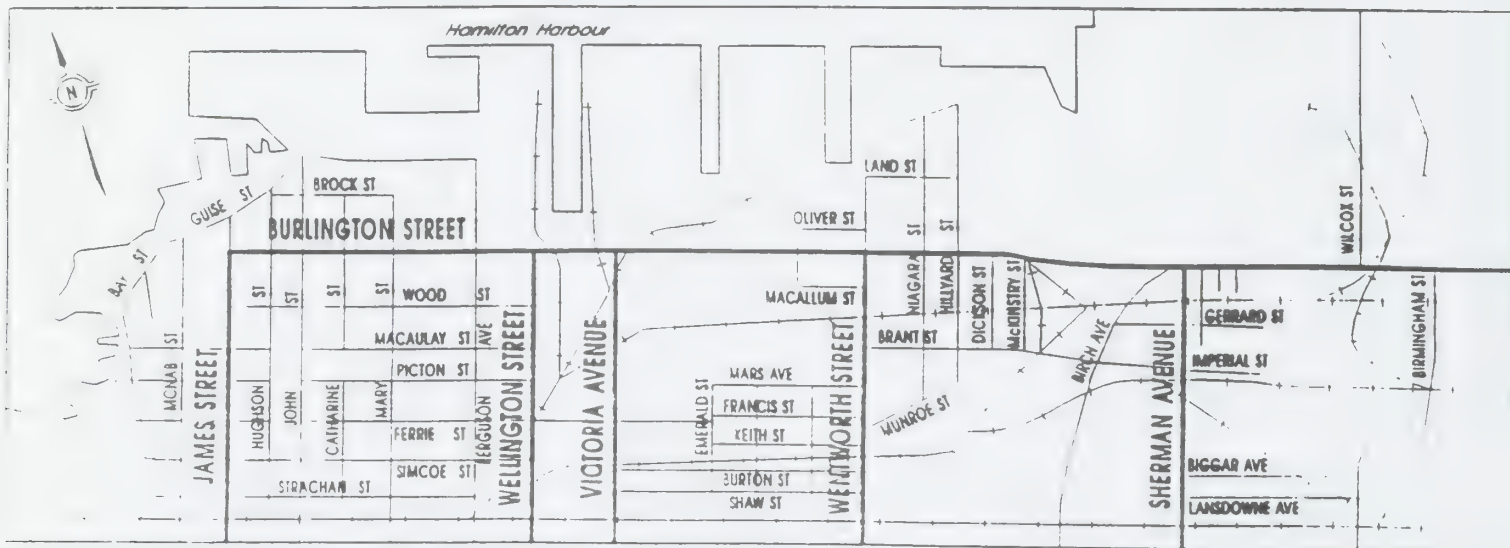
☐ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

A copy of this comment sheet may be included in the public documents.

ADDITIONAL COMMENTS:

START TO FALL APART WITH CRACKS AND
WALL'S LEAKING. FRONT PORCH CRACKING.

Steve L. Smith



STUDY AREA

**CLASS ENVIRONMENTAL ASSESSMENT
FOR
BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

STOP TRYING TO ELBOW US OUT.
OUR PROPERTY VALUE HAS DECREASED
BUY US OUT & GET
IT OVER WITH - FOR GOD'S SAKE!
ENOUGH ALREADY - GET IT OVER
WITH IT

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other _____

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**CLASS ENVIRONMENTAL ASSESSMENT
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BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

I would like to see the bus stop moved to the south side of the street. I have lived here for 3 years and what I suggest is to make it even nicer than what it is.

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☒ Newspaper

☒ Word of Mouth

☐ Other _____

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BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

ALTERNATIVE B LOOKS TO BE THE
BEST OF ALL THOSE AVAILABLE

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure ☐ Newspaper ☒ Word of Mouth ☐ Other _____

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BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

*What I would like to know is
where is the city going to get
the money to construct Burlington
St to Birch Ave. Is it the homeown-
ers?
At the speed trucks and cars are able
to travel at it won't be long
that Burlington St will be in same
condition as now.*

Please provide your name, address and the phone number at which we can contact you,
if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☐ Brochure

☐ Newspaper

☐ Word of Mouth

☐ Other *by mail*

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BETWEEN WELLINGTON STREET TO BIRCH AVENUE**

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

THE WIDENING OF BURLINGTON STREET
AND PROVIDING TURN LANES TO
THE STREET OFF BURLINGTON
PLUS PROVIDING BETTER TURNING ONTO
THESE STREETS WOULD BE VERY
GOOD AND SAFE FOR DRIVING IN THIS
AREA

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

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**CLASS ENVIRONMENTAL ASSESSMENT
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BURLINGTON STREET
BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

- Why now? Only taxi cabs being built
- Buy out the whole area and do what you want
- Pollution - car / - taxi waste / noise
- Decreased property value with above issues

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

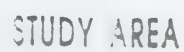
PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

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BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

highlight + Burlington - Mayor
Participation with the...
shifted on...
do something...
to prevent...
alternatives

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

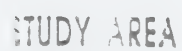
PHONE NO.:

How did you find out about the information meeting?

☒ Brochure ☐ Newspaper ☐ Word of Mouth ☐ Other _____

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BETWEEN WELLINGTON STREET TO BIRCH AVENUE
PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993**

COMMENT SHEET

YOUR COMMENTS (please print, use reverse side if necessary):

See Attached

Please provide your name, address and the phone number at which we can contact you, if necessary, to discuss your concerns and answer your questions.

NAME:

ADDRESS:

POSTAL CODE:

PHONE NO.:

How did you find out about the information meeting?

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**CLASS ENVIRONMENTAL ASSESSMENT
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BURLINGTON STREET**

BETWEEN WELLINGTON STREET TO BIRCH AVENUE

PUBLIC INFORMATION CENTRE - OCTOBER 13, 1993

Comments:

CanAmera Foods leases the property on the Northside of Burlington St. from Emerald St. to Wellington, from the Hamilton Harbour Commissioners.

CanAmera supports improvements to Burlington St. from Birch to Wellington. We support your preferred alternatives B & X with the following comments. Changes to the Burlington Wellington intersection will impact CanAmera directly. We would be concerned with any option that limits truck traffic west of Wellington. Presently we have approximately 15,000 trucks per year turning off of Burlington at Wellington going north. The lights at Burlington & Wellington should be modified to allow vehicles to turn left or go straight up Wellington from the north side of Burlington.

Present truck volume at our facility is approximately 35,000 trucks per year and increasing.

Please note, there are 5 existing entrances/exits on to Burlington St. from our property between Victoria Ave. & Emerald Ave.

Future plans will require the closure of Victoria Ave. North of Burlington to public traffic possibly as early as the summer of 1994.

We received copies of alternatives XYZ and A,B,C & D earlier. Please forward new copies if there has been any changes. Please forward a copy of Alternative E. Request a copy of the two charts labelled "Evaluation of Alternatives/Evaluation of Burlington Street" and "Design Alternatives and Evaluation of Burlington/Wellington Intersection".

We request copies of any report (made) available to the public.

When necessary, we are available to discuss CanAmera's traffic flow and plans.

APPENDIX C

Preliminary Design Drawings

LAKEPORT BREWING COMPANY

197 - 209

STA 10+000.000 BURLINGTON STREET
= STA 20+000.000 WELLINGTON STREET

CANAMERA
FOODS
515

MATCH TO EXISTING

E 218 300

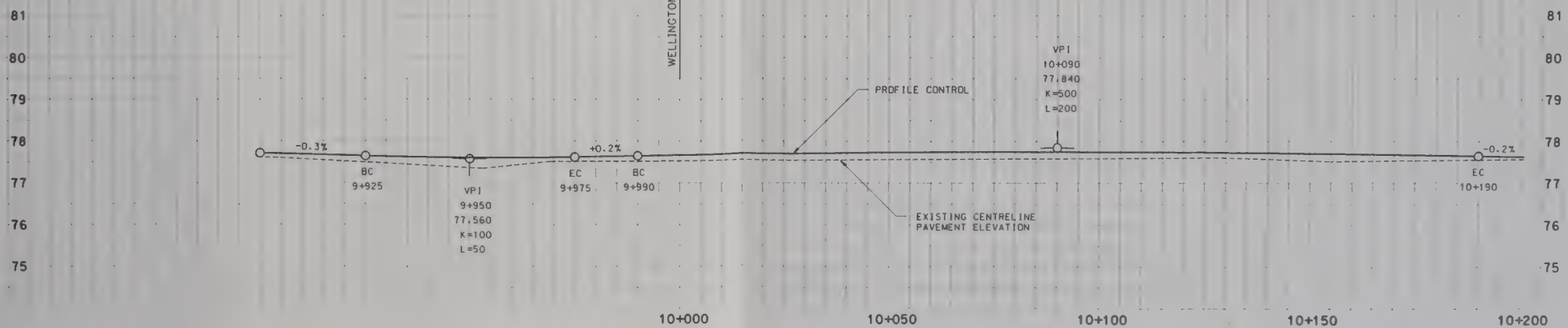
N 4 199 100

ENTAC
CANADA LTD.
260

FRANCIS
SERVICE
CENTRE
350

LEGEND

- PRELIMINARY PROPERTY REQUIREMENTS
- REGION/CITY PROPERTY



HATCH

APPROVED

APPROVED

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
ROADS DEPARTMENT

**BURLINGTON STREET WIDENING
HORIZONTAL & VERTICAL ALIGNMENT
STA 9+950 TO STA 10+200**

PROJECT DIRECTOR

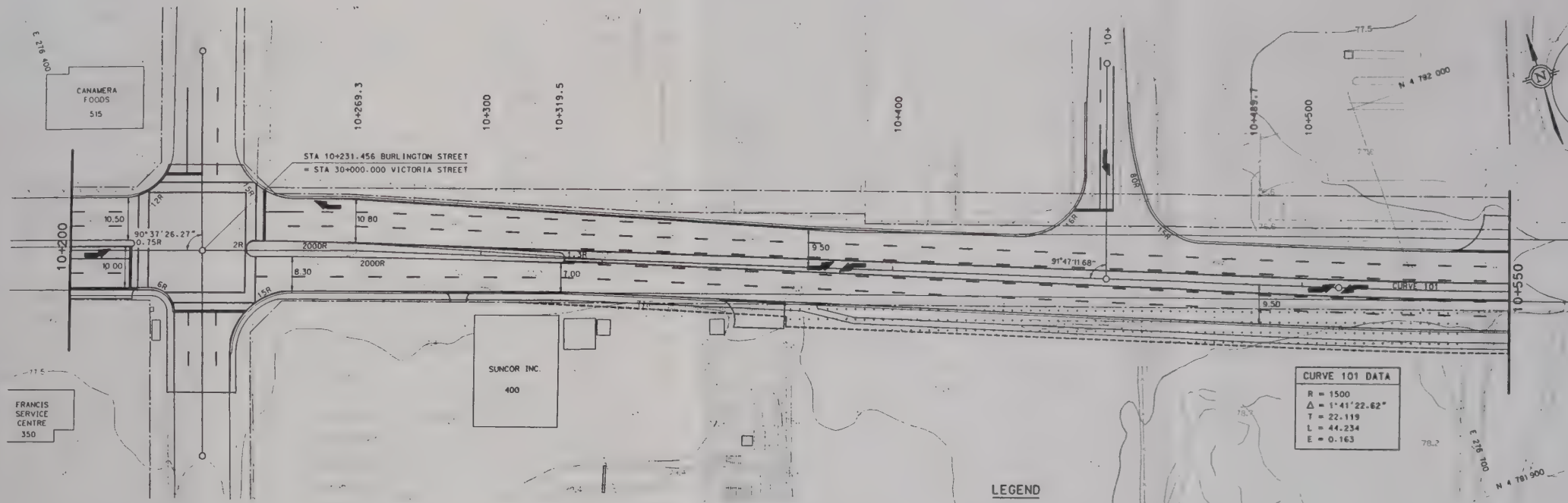
MANAGER OF ENGINEERING

DATE: APRIL 1994

SCALE: 1:500 HOR 1:50 VERT HALF SIZE SCALE ACCORDINGLY

No.	REVISIONS	INITIAL	INITIAL

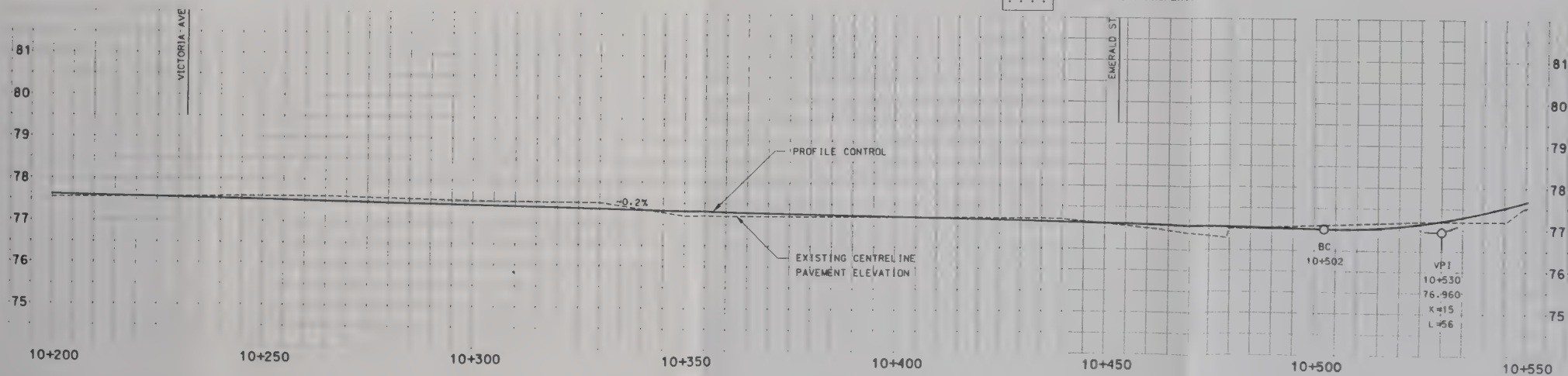
DESIGNED BY
DRAWN BY DC
CHECKED BY HS



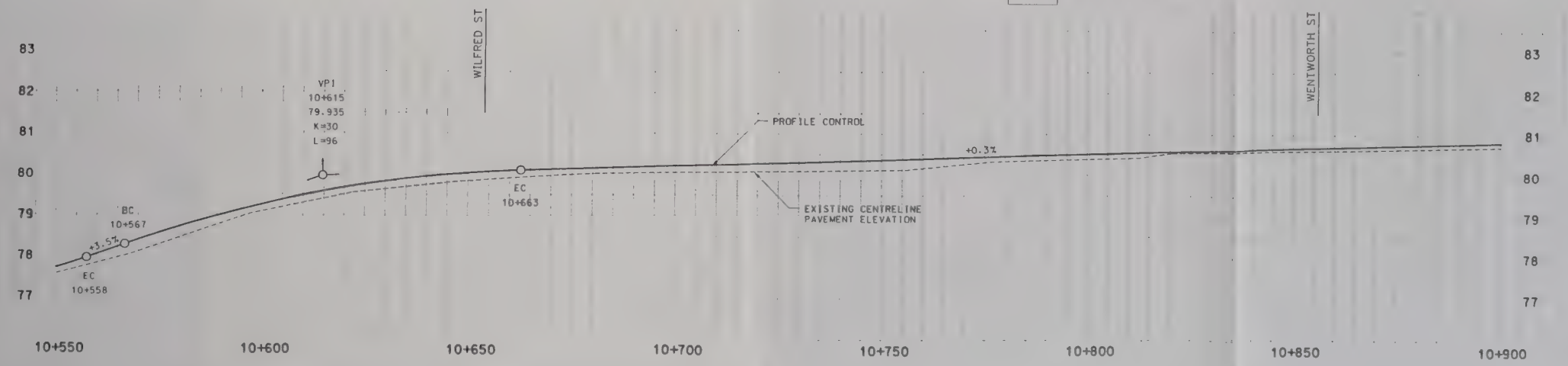
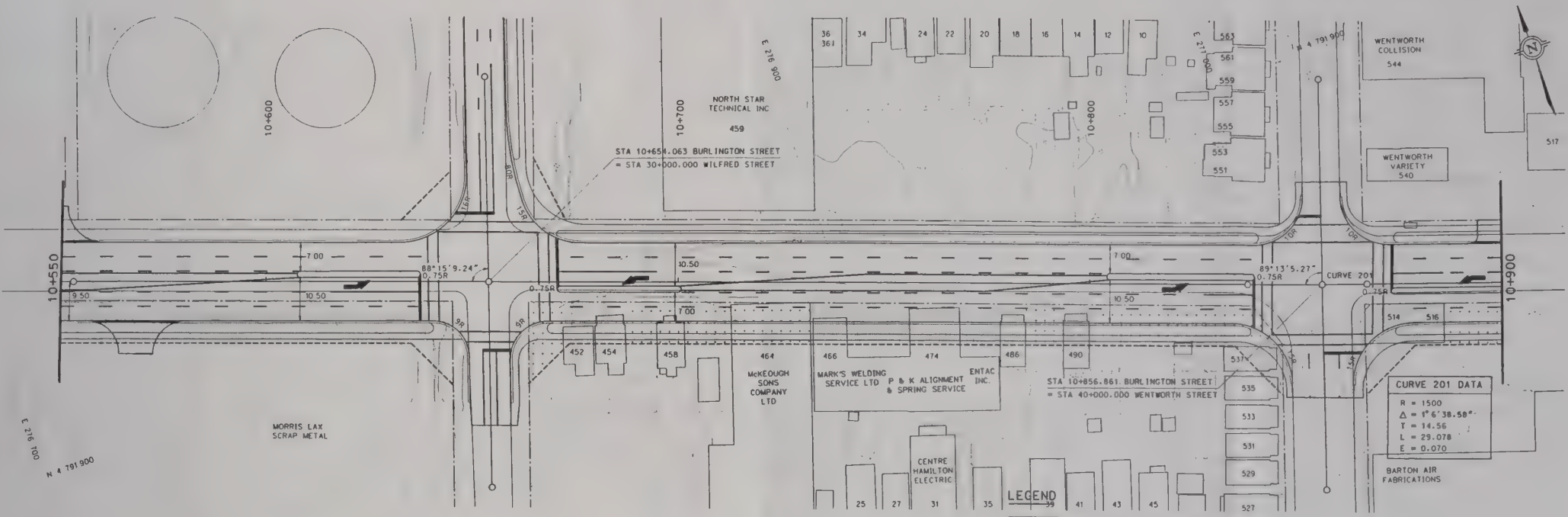
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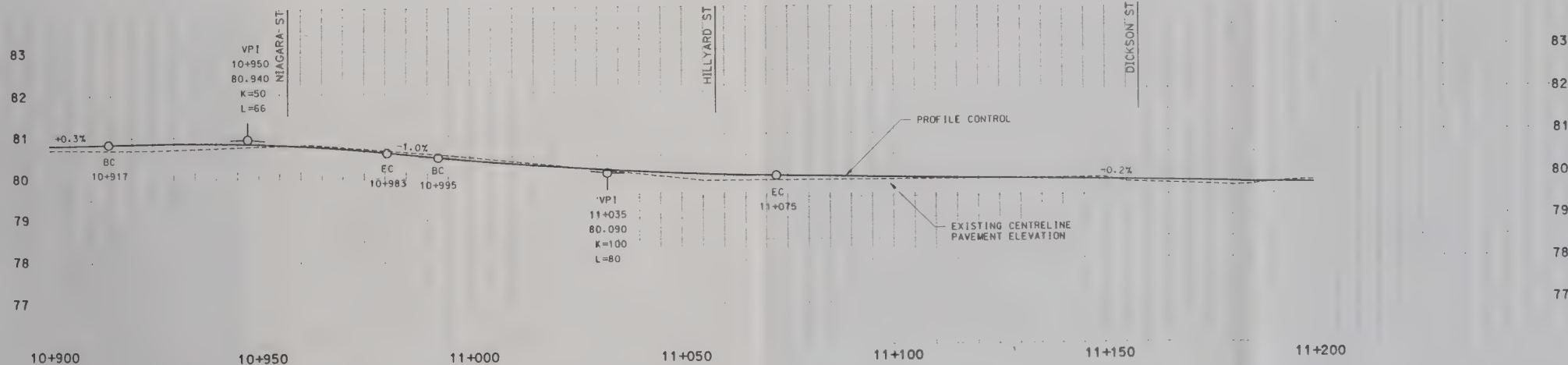
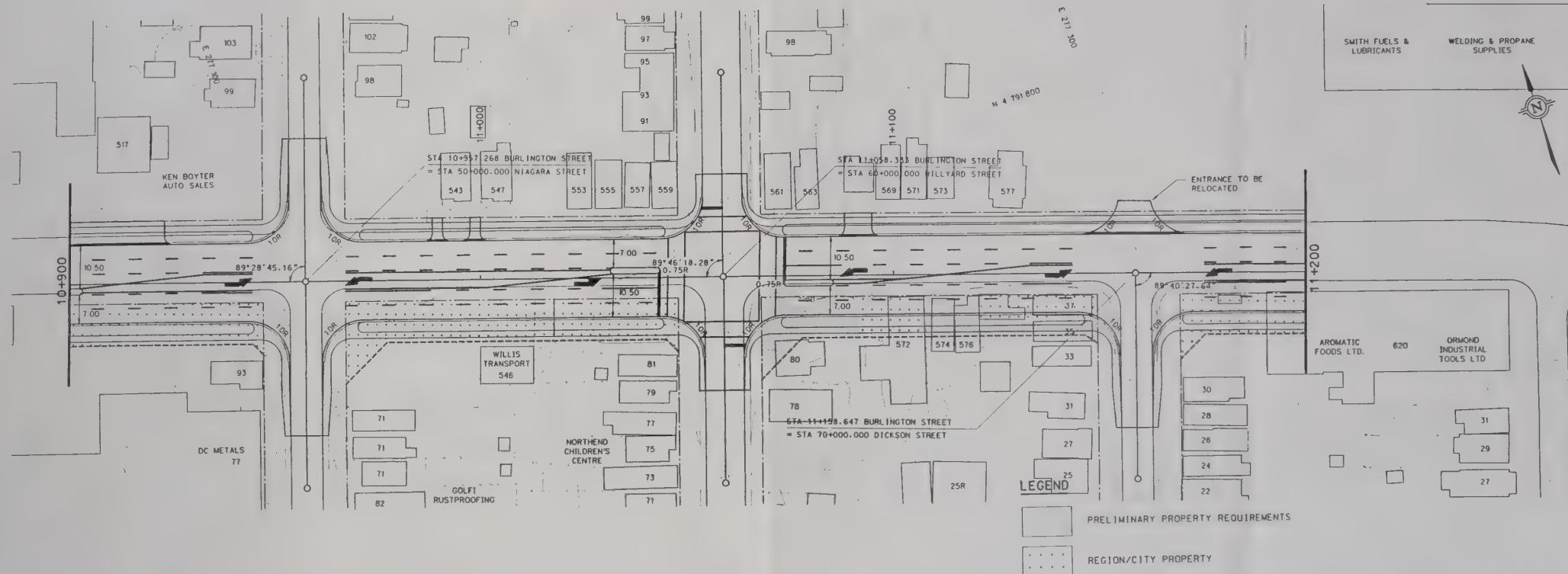
LEGEND

- PRELIMINARY PROPERTY REQUIREMENTS
- REGION/CITY PROPERTY

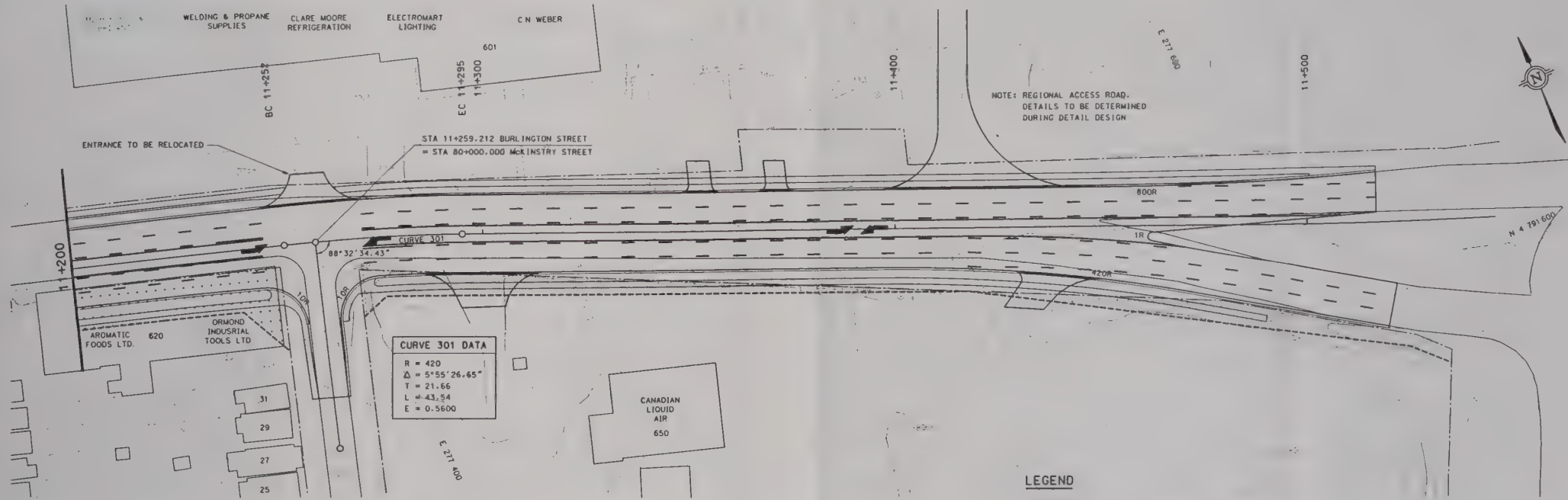


						HATCH				APPROVED		APPROVED		THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH		BURLINGTON STREET WIDENING						
														ROADS DEPARTMENT		HORIZONTAL & VERTICAL ALIGNMENT						
																STA 10+200 TO STA 10+550						
No.		REVISIONS		INITIAL		INITIAL		DESIGNED BY	DRAWN BY DC	CHECKED BY HS			PROJECT DIRECTOR		MANAGER OF ENGINEERING		DATE: APRIL 1994		SCALE: 1:500 1:50 VERT		HALF SIZE SCALE ACCORDINGLY	



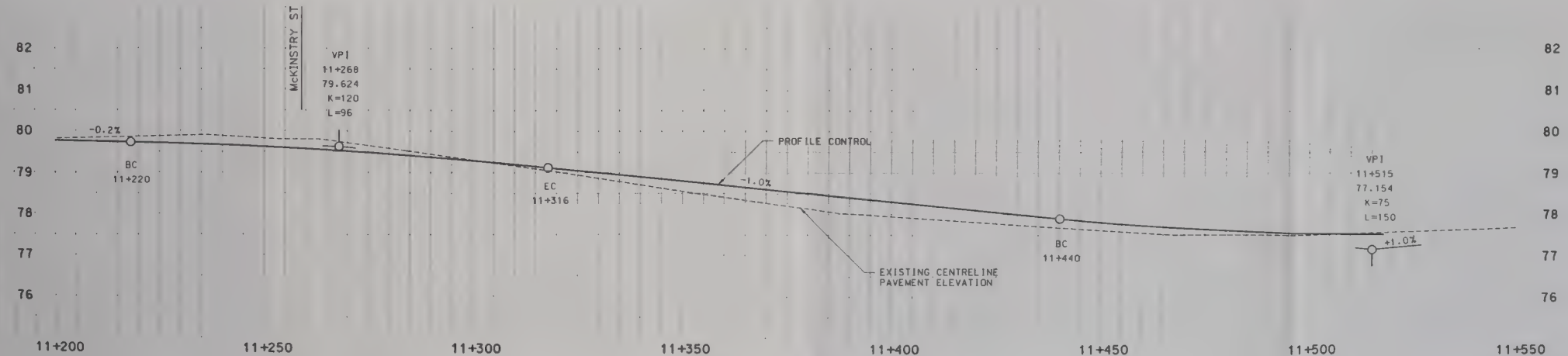


				APPROVED	APPROVED	THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH		BURLINGTON STREET WIDENING	
						ROADS DEPARTMENT		HORIZONTAL & VERTICAL ALIGNMENT	
								STA 10+900 TO STA 11+200	
DESIGNED BY				DRAWN BY	CHECKED BY	PROJECT DIRECTOR	MANAGER OF ENGINEERING	DATE: APRIL 1994	SCALE: 1:500 HOR 1:50 VERT HALF SIZE SCALE ACCORDINGLY
REVISIONS				INITIAL	INITIAL				

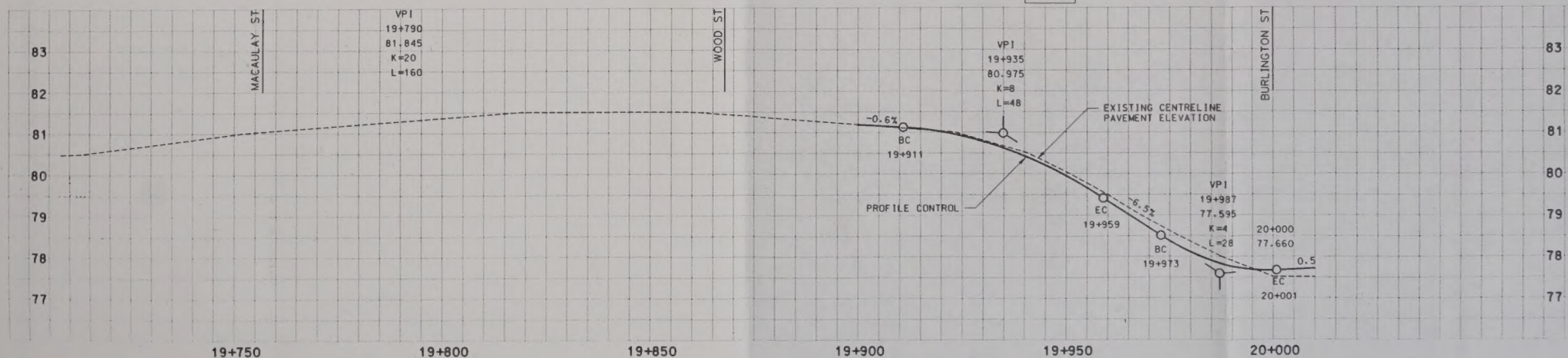
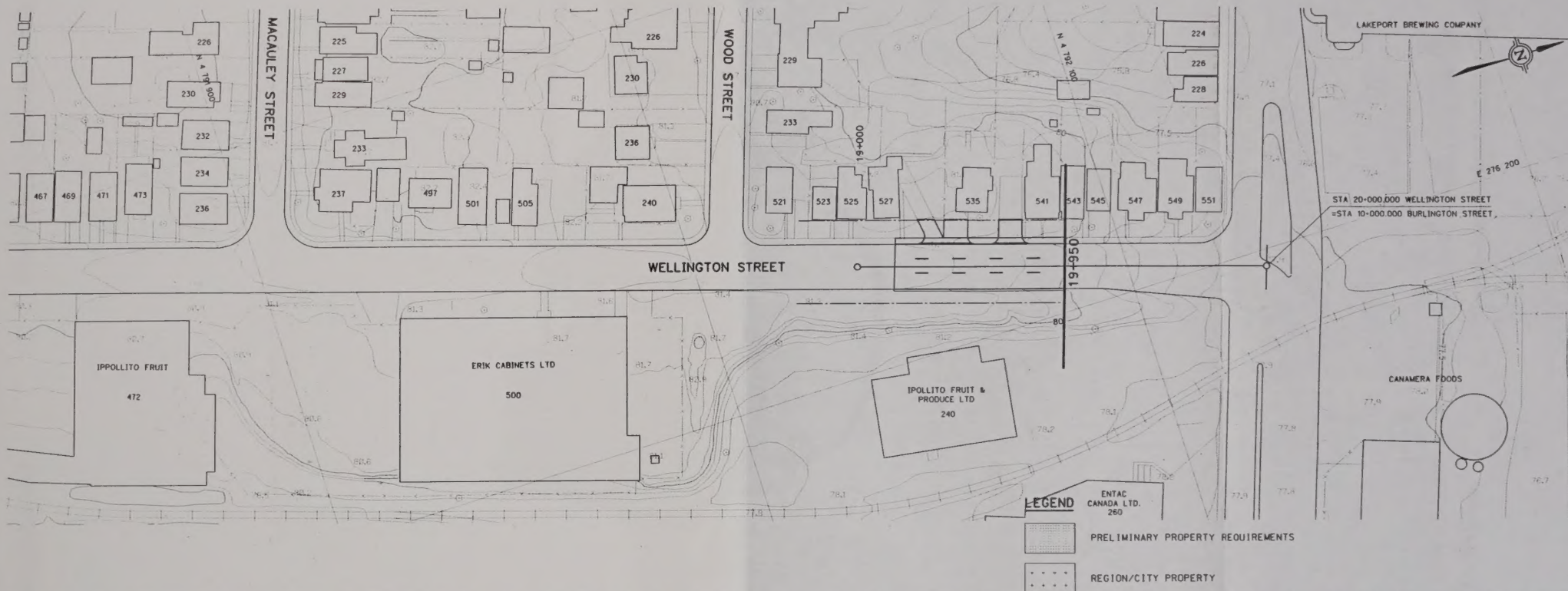


LEGEND

- PRELIMINARY PROPERTY REQUIREMENTS
- REGION/CITY PROPERTY



				APPROVED		APPROVED		THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH		BURLINGTON STREET WIDENING	
				PROJECT DIRECTOR		MANAGER OF ENGINEERING		ROADS DEPARTMENT		HORIZONTAL & VERTICAL ALIGNMENT	
DESIGNED BY				DRAWN BY		CHECKED BY		DATE: APRIL 1994		SCALE: 1:500 HOR 1:150 VERT HALF SIZE SCALE ACCORDINGLY	
NO.				REVISIONS		INITIAL		INITIAL			



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